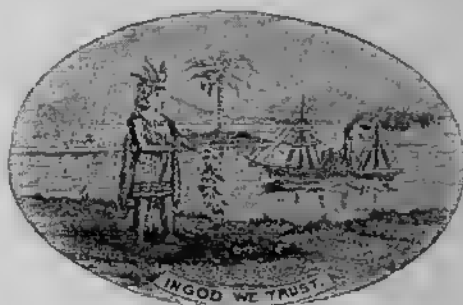


THIRTEENTH ANNUAL REPORT
OF THE
Railroad Commission
OF THE
State of Florida

FOR THE YEAR ENDING MARCH 1, 1910



TALLAHASSEE, FLORIDA.



1910

COMMISSIONERS.

GEO. G. McWHORTER, <i>Chairman</i> , Commissioner;	Aug. 17,
E. J. VANN, Commissioner;	1887, to
WILLIAM HIMES, Commissioner;	June 13,
JOHN G. WARD, <i>Secretary</i> .	1891.

(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	July 1,
HENRY E. DAY, Commissioner;	1897, to
JOHN M. BRYAN, Commissioner;	Jan. 3,
J. L. NEELEY JR, <i>Secretary</i> .	1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	Jan. 3,
JOHN M. BRYAN, Commissioner;	1899, to
JOHN L. MORGAN, Commissioner;	Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .	1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.)	Jan. 8, 1901, to
JOHN M. BRYAN, Commissioner;	Jan. 6,
JOHN L. MORGAN, Commissioner;	1903.
JOHN L. NEELEY, <i>Secretary</i> .	
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	Jan. 6,
R. HUDSON BURR, Commissioner;	1903, to
JOHN L. MORGAN, Commissioner;	Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .	1905.

JEFFERSON E. BROWNE, <i>Chairman</i> , Commissioner;	Jan. 3,
R. HUDSON BURR, Commissioner;	1905, to
JOHN L. MORGAN, Commissioner;	Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .	1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	Jan. 8,
JOHN L. MORGAN, Commissioner;	1907, to
NEWTON A. BLITCH, Commissioner;	Jan. 4,
ROYAL C. DUNN, <i>Secretary</i> .	1909.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Present term be- gan Jan. 4, 1909.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and	
J. Will Yon was elected as his successor.)	

REPORT OF RAILROAD COMMISSION STATE OF FLORIDA.

Tallahassee, Fla., March 1, 1910.

To His Excellency, Albert W. Gilchrist,
Governor of Florida.

SIR—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1st, 1909, and ending February 28th, 1910, the same being the Thirteenth Annual Report.

PHYSICAL CONDITION OF RAILROADS.

The past year shows marked improvement in the physical condition of nearly all roads in the State, which is set forth more fully in the report of the Commissioners' Inspecting Engineer, found elsewhere in this report.

The Commissioners have kept their Inspector constantly going over the roads, making report after each inspection. We cannot commend too strongly the wisdom of the Legislature in placing the physical condition of railroads under the supervision of the Commissioners and providing for the employment of an Inspector.

The Tavares and Gulf Railroad is probably in the worst conditions of any line in the State, and it is the purpose of the Commissioners to take such steps as are deemed necessary to require the officers of that line to put their property in a safe condition.

WRECKS AND ACCIDENTS.

While many precautions have been taken by the transportation companies to prevent accidents on their lines, yet there continues an appalling list of casualties each year due to accidents and wrecks on railroads, and regard

for the safety of the traveling public demands that greater care should be taken in the maintenance of the tracks, roadbeds, the rolling stock and in the operation of trains. It is believed that knowledge of the facts attendant upon each train wreck by the State Commissioners of the country will enable many causes for the accidents to be removed and, in fact, when the railroad officials know that these things are to be scrutinized by the State Commissioners it will spur them to greater effort in reducing the causes.

The Railroad Commissioners of a number of States have adopted rules requiring transportation companies to report the facts concerning all wrecks promptly to them. Believing that it was our duty to take such action as we could to protect the lives and property of the public, and being advised of our authority in the law to prescribe such a rule, the Commissioners did in 1907 adopt what was known as Rule No. 12 of the "General Rules" requiring the prompt report of all wrecks to their office.

The provisions of this rule were complied with by every railroad in the State except the Louisville and Nashville Railroad. Mandamns proceedings were brought in our State Supreme Court to compel that road to comply, but the Court held the rule to be invalid; therefore, the railroads have been relieved from making these reports to the Commissioners.

LITIGATION.

The matters in litigation in which the Commissioners are interested, and the present status of such litigation, is fully dealt with in the report of Special Counsel to the Commissioners and found elsewhere in this report. We will add, however, that in the matter of the Louisville and Nashville passenger rate case that we had hoped to have had this matter settled months ago, but the case has been delayed by many adjournments—some of them long between different times when testimony has been taken. On two occasions the attorneys for the Louisville and Nashville Railroad Company have gone to the Circuit Judge to have the time extended. They, however, have sought to speed their case with the State of Alabama because of the fact that their rates are in in that State and they are seeking to have them taken out and raised, but they are not at

all anxious to speed the Florida case, as they are receiving the higher rate so long as the matter is undetermined.

DEMURRAGE.

The railroad companies sought for two years or more to defeat the operation of our Reciprocal Demurrage Rules, the matter finally being tried out before the Supreme Court of the State. The Court held that the rules were valid and reasonable. We are frequently called upon, however, by shippers and receivers to know if they are entitled to demurrage, etc., and for that reason we are calling attention to the Court's decision in this instance and to say that the Demurrage Rules will be found by interested parties elsewhere in this report.

THE COLLECTION OF CLAIMS.

The Commissioners are authorized to collect claims for over-charges, but not for loss, damage and demurrage.

It having come to the attention of the Commissioners through many complaints received from different sections of the State that claimants were having a great deal of difficulty in the collection of loss and damage claims against transportation companies in this State, in 1907 the Railroad Commissioners recommended to the Governor that a law be enacted which would require transportation companies to pay the reasonable attorney's fees of claimants where the payment of claims was unreasonably delayed and claimants were forced to enter suit to protect themselves. Up to that time claims were delayed in settlement in numbers of cases for months and sometimes for years, and the only redress a claimant had was to enter suit to compel payment, in which event he had to pay his own attorney's fees. As the claims were usually for small amounts, claimants submitted to unreasonable delays in settlement and to the non-payment of claims in many cases rather than go to the expense necessary to compel payment. As a consequence of this, a great injustice was done many claimants throughout the State by various transportation companies.

A law was enacted by the Legislature of 1907 requiring the payment of attorney's fees and interest at the rate of 50 per cent. per annum in case of recovery where claims for over-charge and loss and damage against transportation companies were not paid within sixty days after de-

mand for payment. The Legislature of 1909 amended this law so as to include claims for loss and damage to baggage and claims for reciprocal demurrage.

A suit for loss and damage to a shipment of live stock brought under the provisions of the law referred to above was appealed to our State Supreme Court and in making its decision recently that Court held the Act to be constitutional, the result being that claimant received the amount of his claim with interest and attorney's fees.

The Commissioners urge claimants to take advantage of this law where just claims are not paid promptly. The fact that the amount of the claim is small does not now prevent claimants from taking steps to compel payment. It is believed that if claimants will insist upon prompt settlement of claims and use this law where necessary that it will soon result in the prompt settlement of claims.

INTERSTATE EXPRESS RATES.

During this report year the Railroad Commissioners endeavored to get an adjustment of the fruit and vegetable rates by express from Florida producing points to markets south of the Potomac and Ohio Rivers, but failed to reach any agreement with them. A schedule of rates was then prepared by the Commissioners and submitted to the Southern Express Company in accordance with the Railroad Commission law, and it was called upon to put into effect this schedule of rates, but declined to do so. This left the matter in shape for an appeal by us to the Interstate Commerce Commission, and as this report goes to press the matter has been placed in the hands of the Commission's Special Counsel for presentation to the Interstate Commerce Commission and will no doubt be brought to an issue before that body within the next few months. The Commissioners regret very much that this petition could not have been filed sooner, but conditions over which the Commissioners had no control prevented.

STATE EXPRESS RATES.

A full schedule of rates has been prepared, together with rules and a classification of express matter, covering all business done by the Southern Express Company between stations in Florida, and notice was served on the Company under date of February 16th fixing a hearing for March 17th to show cause why the said rates, rules

and classification should not be allowed and adopted for the conduct of State commerce by express.

CHANGES IN CLASSIFICATION.

Since our last Annual Report the following changes in Classification have been made:

Classification No. 3 reads: Amended to Read:

Box Material—

N. O. S., L. C. L. ... $\frac{1}{2}$ of 6

Box Material—

N. O. S., L. C. L.: Wooden crates, K.D. and wooden or splint crate material K.D., including wooden or splint inside carriers, without tops or handles (nested), mixed or straight, L. C. L. $\frac{1}{2}$ of 6
Same, C. L., 24,000 pounds P

Brick—

Common, L. C. L. ... $\frac{1}{2}$ of 6
Fire or Vitrified,
L. C. L. $\frac{1}{2}$ of 6
Fire or Vitrified,
L. C. L. P

Brick—

Common, L. C. L., in bbls. or boxes... 40% of 6
Fire or Vitrified, L. C. L., in bbls. or boxes... 40% of 6
Fire or Vitrified,
C. L. P

Note—No Brick, other than Bath, taken L. C. L. except in bbls. or boxes.

Fish—

Fresh, packed, prepaid or guaranteed, L. C. L. 1
Fresh, in refrigerator car, C. L. 5

Fish—

Fresh, packed, prepaid or guaranteed, L. C. L. 5
Fresh, in refrigerator car, C. L., 10c per 100 lbs. higher than B

Note—No freight charges to be made for ice in same car necessary for preservation in transit, provided that not more than 4,000 pounds per car be carried free.

Note—No charge will be made for the transportation of ice necessary to preserve carload shipments in transit.

Meats—		Meats—	
Fresh, N.O.S. (including dressed poultry), prepaid or guaranteed, L.C.L....	3	Fresh, N. O. S. (including dressed poultry), prepaid or guaranteed, L. C. L.	5
Seed—		Seed—	
Cotton, L. C. L., except for fertilizer	6	Cotton, L. C. L. ...	D
Cotton, C. L., except for fertilizer	D	Cotton, C. L.	M
Kilns—		Kilns—	
Kilns, lumber drying, L.C.L.....	3	Kilns, lumber drying, including iron pipe, pipe fittings, iron rail, iron supports, iron bottom plates, iron top caps, rail clamps, iron rods, nuts, iron trucks without motors, hangers, belts and washers,	
Same, C.L.	6	L. C. L.	6
		Same, C. L.	2-3 of 6

HEARINGS AND INVESTIGATIONS.

The office of the Railroad Commission, by the law creating it, is located at the State Capital, where almost daily sessions are held every working day in the year. We endeavor to give prompt attention to every petition, complaint or request for information. If the complaint is unusually urgent, as in the case of the failure of some transportation company to move perishable freight promptly, the telegraph wires are used to secure immediate relief. Usually, when a complaint or petition is received, an effort is made by the Commissioners to reach an adjustment with the transportation company interested in an informal way, either by correspondence or in a personal conference with the officials of the company. By far the greater number of the complaints made to the Commission are satisfactorily adjusted in an informal

way; however, should it be impossible to do this, a formal hearing is had, at which both the representatives of the complainant and the transportation company are given an opportunity to be heard, after which the Commissioners make such decision as to them seems just. The rules of the Commission require that complaints shall be in writing, but no particular form is necessary. A letter explaining the nature of the trouble a shipper may be having about some transportation matter, received by the Commission, will be given prompt attention.

In addition to the sessions held in Tallahassee, in response to complaints and petitions, the Commissioners have held hearings or investigations, during the year just past, at Miami, West Jupiter, Stuart, Jacksonville, Live Oak, Glen St. Mary, Bostwick, Barberville, Deland, Florahome, Wade, Taylorville, Citronelle, Fruitville, Turkey Creek, Tampa, Ocala, Carrabelle, River Junction, Bonifay, Pensacola and Micanopy. These trips have carried the Commissioners to the different sections of the State and have enabled them to become more familiar with the conditions in each section.

PETITIONS.

The Commissioners receive a great many petitions from various parts of the State calling upon them to require the erection of depots, the building of side-tracks, the establishment of agencies and flag stops, etc. It frequently happens that persons will sign these petitions just for accommodation, withdrawing their names from the petitions after an investigation has begun, or, even worse, will assume a position entirely inimicable to what is asked for in the original petition.

On one occasion two of the Commissioners traveled 250 miles in response to a petition to investigate the necessity of requiring the construction of a depot and found that only two of those who had signed the petition resided in the community: the rest of them were residents of a town four miles away, who merely signed the petition for accommodation. In this instance, the Commissioners found that the conditions did not warrant what was asked for by the petitioners.

The Commissioners are of the opinion that no one should sign a petition of this nature unless he is directly

interested. In many of these cases we have to make a personal investigation on the ground to determine what action, if any, should be taken, all of which costs the State money. No man ought to say, "Oh, yes, I will sign the petition if it will be any accommodation to you." Experience shows that good business men, whom it would seem would give some consideration to these matters, sign petitions in the manner indicated. This condition is so prevalent that in nearly every case the answer of the railroad managers to whom the petitions are presented is that they amount to nothing, that they could get up a petition to hang a man as easily as for any other purpose.

The people of a community have a right to petition this office for cause, and it is their duty to do so, but should not mislead the Commissioners with petitions which do not represent the facts and signed by persons not interested in the subject matter of the petition.

DEPOTS AND AGENCIES.

Depots have been built or improved and agencies established by correspondence or by order of the Commissioners at the following places: Union depot, Live Oak; depot, Gainesville. S. A. L. Railway; agency, Pompano; depot improved, Gainesville. A. C. L. Railroad; depot improved, Bonifay; depot built, Taylorville; agency established, Taylorville; depot built, Wade; agency established, Wade; depot built, Ocoee; depot enlarged, Turkey Creek; union depot ordered, Tampa; depot improved, Ocala, S. A. L. Railway; depot built, Glen St. Mary; agency established, Barberville; depot improved, Lowell; agency established, Citronelle; depot built, Carrabelle; express shed erected, Fort Pierce; express shed erected, Stuart.

NEW ROADS GIVEN RATES.

The following roads have been given rates by the Commissioners during the past year, viz.:

Madison Southern Railway, six miles.

Suwannee River and White Springs Railway, ten miles.

Tampa and Gulf Coast Railway, twenty-one miles.

Ocala Northern Railroad, eighteen and seven-eighths miles.

Marianna and Blountstown Railroad, twenty-nine and six-tenths miles.

**SALARIES AND EXPENSES OF RAILROAD COM-
MISSION OF FLORIDA FOR THE YEAR
ENDING DECEMBER 31, 1909.**

Salaries and Expenses for six months ending June 30, 1909:

Salaries of Three Commissioners.....	\$ 3,750.00
Salary of Secretary	750.00
Salary of Special Counsel	2,250.00
Salary of Inspecting Engineer	1,050.00
Salary of Stenographer	592.00
Salary of Janitor	120.00
Traveling Expenses of Commissioners	265.88
Traveling Expenses of Counsel	235.10
Traveling Expenses of Inspecting Engineer...	154.35
Legal Expenses—Witnesses, filing and copies of papers	132.44
Stationery	167.38
Printing	992.00
Postage	152.48
Freight and Express.....	19.87
Auditing Louisville and Nashville Railroad...	8,196.70
Auditing Atlanta and St. Andrews Bay Rail- way	359.00
Telegraph	38.52
Telephone	12.00
Filing Cases and other Office Fixtures.....	148.15
Subscriptions to Rate Journals.....	17.00
Typewriter	60.00
Law Books	7.00
Fuel and Cleaning Offices on Removing.....	2.75
Ice Tickets	5.00
Estimating Depots .....	.....

Total for six months ending June 30, 1909... \$19,477.62

Of this amount, \$6,747.01 was covered by Special Deficiency Appropriation under Chapter 5876, Acts of the Legislature of 1909, and was not paid out of the General Appropriation.

Salaries and Expenses for six months ending December 31, 1909:

Salaries of Three Commissioners.....	\$ 3,750.00
Salary of Secretary	749.99

Salary of Special Counsel	1,512.50
Salary of Inspecting Engineer	1,050.00
Salary of Stenographer	320.00
Salary of Janitor	120.00
Traveling Expenses of Commissioners	907.42
Traveling Expenses of Special Counsel	522.28
Traveling Expenses of Inspecting Engineer..	429.42
Traveling Expenses of Stenographer	35.40
Legal Expenses—Witnesses, filing and copies of papers	39.10
Stationery	73.65
Printing	7.70
Postage	234.95
Freight and Express.....	20.14
Auditing Louisville and Nashville Railroad....	2,064.00
Telegraph	32.75
Telephone	12.00
Filing Cases and other Office Fixtures.....	90.85
Law Books	30.50
Ice Tickets	3.00
Estimating Depot Buildings	20.00
Services and Expenses of Special Examiner and Stenographers in L. and N. R. R. passenger rate case—court cost.....	666.87
Total for six months ending Dec. 31, 1909...	\$12,690.52
Total for six months ending June 30, 1909..	\$19,477.62
Total for the year ending Dec. 31, 1909.....	\$32,168.14

Respectfully submitted,

R. HUDSON BURR, Chairman.

NEWTON A. BLITCH.

ROYAL C. DUNN.

Attest: J. WILL YON, Secretary.

REPORT OF SPECIAL COUNSEL.

Tallahassee, Fla., March 1st. 1910.

Hons. R. Hudson Burr,
Newton A. Blitch,
Royal C. Dunn,
Railroad Commissioners.

DEAR SIRS: I make the following report of the legal matters in your office since March 1, 1909:

INJUNCTION CASES.

The case of the Louisville and Nashville Railroad Company to enjoin you from reducing its four-cent per mile passenger rate on its Pensacola and Atlantic Division has engaged more of my time and attention than any other pending case. As the oldest case on the docket, and on account of its great public importance, it is entitled to precedence over others, many of which, now remaining unadjudicated, would otherwise have been finally disposed of. An excellent reason for pressing this case to its final conclusion is that the preliminary injunction, which was granted on the filing of the bill, enables the railroad company to collect one cent per mile more than your three-cent rate, which will be practically lost to the public if your rate shall be affirmed by the court.

On July 2, 1909, Judge Sheppard, of the United States Circuit Court for the Northern District of Florida, appointed Hon. Emmett Wilson as Examiner to take testimony in the case. I began the testimony on your behalf at Pensacola on August 18th and since the adjournment of the hearing at Pensacola have also attended meetings at Tallahassee and Louisville, at which latter place I have been compelled to spend much time. I have also been called away twice to argue motions made by the railroad company to postpone the hearings, once from Louisville to Pensacola, and again, in this current month, from Tallahassee to Pensacola and thence to Tampa. The date fixed by the Court for the next hearing is March 15, 1910, at Louisville, and I trust that I shall be able to bring the cause to a conclusion in the Circuit Court within a reasonable time. Rate cases involving as they do abstruse questions of law, and a mass of figures to be considered and analyzed carefully are the most difficult part of your legal work.

In the case of the Trust Company of America vs. the Florida East Coast Railway Company, and you, as Railroad Commissioners, to enjoin the execution of your order requiring the railway company to abolish certain arbitrary passenger rates over three cents per mile between certain points, the plaintiff has not yet completed its testimony.

During the summer the Florida East Coast Railway Company filed an injunction bill in the Circuit Court of Dade County to restrain you from enforcing your orders

for building a depot at Naranja and a depot and spur track at Viking, and for establishing a permanent station agent at White City. The railway company made a motion for an injunction, which I resisted on the facts and also by filing a demurrer to the bill on the ground that an injunction bill did not lie in such cases.

The motion and demurrer were argued at length before Judge Jones at Sanford. The Judge sustained my demurrer and dismissed the bill.

INTERSTATE COMMERCE COMMISSION CASES.

In my last report I mentioned that I had filed at your request a petition with the Interstate Commerce Commission against the Seaboard Air Line Railway and the Atlantic Coast Line Railroad Company, setting forth that the rates on cotton shipped to Savannah from Alachua were 39 cents, from Gainesville 40 cents and from Hawthorne 69 cents per 100 pounds, and that, as the distances were the same, the cotton rate ought to be 39 cents from each of these places.

On April 5, 1909, the Interstate Commerce Commission sustained our complaint and held that the rates from Gainesville and from Hawthorne were unreasonable and discriminatory. It was therefore, ordered that a 39-cent rate be made to Savannah from each of these last places.

While you are not as yet formal parties to the cases before the Interstate Commerce Commission involving the rates on fruit and vegetables out of Florida, I have consulted from time to time with some of the Counsel representing the growers and have given them such information as I had.

MANDAMUS CASES TO COMPEL OBEDIENCE TO RULES AND TARIFFS.

The case against the Atlanta and St. Andrews Bay Railroad Company to compel obedience to your rates is still pending in the Supreme Court. The defendant railroad claims that your rates are unconstitutional.

The mandamus against the Florida East Coast Railway in the Supreme Court was argued on a demurrer to the writ, alleging that you had no right to order connections to be made between railroads. This contention was over-

ruled and the railroad company filed an answer setting forth that the order for connections would cause great inconvenience. I demurred to this answer as insufficient, but the Court sustained it and issue has been taken upon it.

In the matter of the mandamus against the Louisville and Nashville Railroad Company to compel it to report wrecks on its line to you under Rule 12 of your General Rules, the Supreme Court held that you had no authority to prescribe the Rule.

Subsequent to my last report I brought a mandamus in the Supreme Court against the Atlantic Coast Line Railroad Company to compel it to comply with your Rule 15-A, fixing rates for switching cars of rough lumber at Jacksonville to mills within the yards and thence to another point after dressing of the lumber.

The railroad company contested your jurisdiction to control switching movements in any form whatever, or to fix a rate for the service mentioned. The Court overruled this contention and the railroad company is to answer by March 5, 1910.

After the failure of the Florida East Coast Railway Company to secure an injunction against your order relative to Naranja, Viking and White City, I filed petitions for writs of mandamus in the Circuit Court of Dade County as to Naranja and in the Circuit Court of St. Lucie County in the case of White City, to compel obedience to your orders. The railway company is to answer on March 15, 1910.

PENALTY CASES.

As no penalties have been assessed, no actions for penalties have been brought during the year. Of the more important penalty cases, now pending, those in Columbia County are nearly identical in principle with cases pending in Orange, and thus far counsel on both sides have agreed to dispose of the latter cases first, as they are in a more advanced stage, having once been argued and the pleadings amended. I have made several efforts to dispose of the questions of law involved in these Orange County cases, but the press of other business before the Court, or other engagements of both the railroad counsel and myself, have thus far delayed the further argument.

DECISIONS OF SUPREME COURT ON THE RAILROAD COMMISSION ACTS.

I append a brief summary of the more important questions of law arising out of the Railroad Commission Acts, and directed by the Supreme Court since my last report:

1. The Railroad Commissioners are statutory officers, whose powers are special and limited by the authority confined in the statutes. Any reasonable doubt of the existence of a particular power in the Commissioners shall be resolved against them.

2. The Railroad Commissioners have no power to make or enforce a rule requiring railroads to report to them all wrecks and their causes, and the names and addresses of persons killed or injured in such wrecks.

3. The Railroad Commissioners have ample power to authorize them to make just and reasonable regulations of the schedules of railroads with reference to connections, so as to afford reasonable convenience and comfort to the public affected by the service.

4. Even where a particular regulation causes a pecuniary loss to a common carrier, if the regulation is reasonable, with reference to the just demands of the public affected by it, and does not impose an arbitrary or unreasonable burden on the carrier, the regulation is not unconstitutional as taking property without due process of law.

5. Railroad companies, in seeking relief from orders or rules of the Railroad Commissioners thought to be unreasonable or illegal, should apply to the Railroad Commissioners for changes or modifications thereof.

6. While the conduct of a railroad company in violating an order made by the Railroad Commissioners without applying to the Commissioners for a change or modification is emphatically disapproved by the Court, yet if, under changed conditions, the order disobeyed would operate arbitrarily, and be detrimental to the public welfare and violate constitutional rights of the carrier, it will not be enforced.

7. In determining the obligation of the corporation in its discharge of its duties to the public in the matter of furnishing facilities, the corporate business as a whole, the character of the service required, the need of its per-

formance, and the various rights of the public and of the carrier should be considered.

8. A rate prescribed by the Railroad Commissioners for a particular service need not be the same in all markets or localities in the State. The circumstances of each railroad and of each market or locality must determine the rate of toll.

9. A carrier is entitled to a reasonable profit on the service and above the cost.

10. The Railroad Commissioners have the right to direct and control switching of cars of rough lumber arriving in Jacksonville from State points to a mill in the yards, and thence, when lumber is dressed, to another point in the yards, even though the service be voluntary.

11. The duties of a common carrier may arise out of usage as well as from statutes, and when once established the obligation to perform them is as binding in the one case as in the other.

12. A railroad company is subject to the same obligation and public control as to its switches, spurs and yards and the service over them as it is as to its main line.

13. Where the regular fare on a railroad is 4 cents per mile, and a passenger tendered in payment of his passage from one station to another on such road, a distance of 126 miles, his mileage book containing coupons for 125 miles, and 5 cents in money, the company should have accepted the same and has no right to demand 5 cents more, under the rule of the Railroad Commissioners: "Ten cents as a minimum fare may be collected where the regular fare would be less than that sum," as that rule has no application to the case of payment of fare for the extra mile of continuous passage.

In addition to court duties, I have attended numerous hearings at Tallahassee, Jacksonville, Tampa and Miami. have drawn orders and legal notices, and have advised almost daily in the routine of your office at Tallahassee when my other duties, as your counsel, permitted me to be at the Capitol. Respectfully submitted,

LOUIS C. MASSEY, Counsel.

REPORT OF INSPECTING ENGINEER.

Tallahassee, Fla., March 1st, 1910.

Hons. R. Hudson Burr,
Newton A. Blitch,
Royal C. Dunn,
Railroad Commissioners of the State of Florida.

GENTLEMEN: I have the honor to submit herewith my annual report for the year ending March 1, 1910.

I have made frequent inspections of all railroads operating within the State during the year, and have noted the condition of the roads and the work of maintenance, also the improvements that have been made to roadway and track. In my report of last year I stated that the condition of the roads had been improved during the year.

I am prepared to state now that there has been a continued improvement in the condition of the tracks. both on main lines and branches, during the last two years; this improvement in condition is general and not confined to any one road; it is shown more plainly on some branch lines, where tracks were in very bad condition and roadbed had to be partly rebuilt and track re-tied and surfaced; it is shown also in the extensive tie renewals that have been made, and in the present condition of tracks as to surface and alignment.

There has been considerable improvements to road on the large systems during the last two years. These are shown in the new buildings that have been erected, new sidings put in and extended, improvements to roadbed, to bridges, trestles and culverts, and in the large mileage of track that has been relayed with an increased weight of rail.

The railroads in Florida are now in better condition, and are maintained to a higher standard of efficiency, than they have been heretofore, and are being improved to meet the increased traffic that has accrued during the last two years.

ATLANTIC COAST LINE RAILROAD.

The Atlantic Coast Line has made improvements during the last two years, that are shown:

In the changes of alignment and grades that have been made, to eliminate curves and reduce grades; in improve-

ments to bridges, trestles and culverts; to roadbed, in widening embankments and excavations and filling trestles, and in rail renewals that have been made with an increased weight of rail.

They are double-tracking the road from Callahan to Folkston, and the second track is very near completed. making a double tracked road from Jacksonville to Folkston.

Rail renewals made during the year ending December 31st, 1909, with an increased weight of rail, were with 85-lb. rails 53.5 miles, 70-lb. rails 64.2 miles.

Their tracks on main lines and branches are now laid with rails as follows:

85-lb. rails	244.5	miles
70-lb. rails	433.43	miles
60-lb. rails	267.4	miles
56-lb. rails	190.2	miles
50-lb. rails	210.2	miles
40-lb. rails	14.1	miles
35-lb. rails	17.2	miles
Total	1377.03	miles

Their main line tracks, from Jacksonville to Folkston, Jacksonville to Newberry, Newberry to Trilby, Tampa to Lakeland, are maintained to a smooth surface; other main line tracks and branches are not to the smooth surface of the above tracks; this is due mainly to the rails, which are lighter, and is not in as good condition on account of the length of time it has been in service.

Their tracks show an improvement in condition as to surface and alignment and in the condition of ties in the track.

SEABOARD AIR LINE RAILWAY.

The Seaboard Air Line have made improvements to roadbed in widening excavations and embankments and filling trestles, and in improvements to track, in renewals with an increased weight of rail.

Renewals of rails made during the year ending December 31, 1909, were:

Plant City to Tampa.....	22.26 miles....	75-lb. rails
Wannee Branch	10.51 miles....	60-lb. rails

Jacksonville to River Junc..	2.46 miles....	68-lb. rails
Jacksonville to River Junc..	8.95 miles....	70-lb. rails

Total 44.18 miles

Their tracks are laid with rails approximately as follows:

75-lb. rails	40 miles
68-lb. and 70-lb. rails	130 miles

The balance of track on main lines and branches is laid with 56-lb., 58-lb. and 60-lb. rails, except branch—Orlando to Lake Charin, which is 40-lb.

Their main line tracks, laid with 68-lb., 70-lb. and 75-lb. rails, from Jacksonville to the State line, Jacksonville to Santos, and Plant City to Tampa, are maintained to a smooth surface.

Other main line tracks, Baldwin to River Junction, Santos to Plant City, where tracks are laid with 58-lb. and 60-lb. rails, that has been in service for a long time, show the difference in the rails, and in places rough track that is due to its condition.

Their tracks show an improvement during the year in surface and alignment and in the condition of ties in the track.

Considerable improvement in the condition of track is shown on branch lines, from Turkey Creek to Sarasota, the Wannee Branch, and from Fernandina to Baldwin.

FLORIDA EAST COAST RAILWAY.

Improvements are shown in the increased weight of rail that has been put down during the year; 75.23 miles of track laid with 60-lb. rails have been re-layed with 70-lb. rails. Their tracks are now laid with rails as follows:

Main Line	36.49 miles....	90-lb. rails
Main Line	409.11 miles....	70-lb. rails
Mayport Branch	24.16 miles....	60-lb. rails
Palatka Branch	1.01 miles....	56-lb. rails
Palatka Branch .....	.80 miles....	50-lb. rails
Ormond Branch	1.40 miles....	56-lb. rails
Orange City Branch.....	27.42 miles....	50-lb. rails
Titusville Branch	32.43 miles....	56-lb. rails
Titusville Branch	2.83 miles....	60-lb. rails
Palm Beach Branch.....	1.50 miles....	56-lb. rails

Their tracks are maintained in good condition; main line is put to a smooth surface.

The Orange City Branch has rails distributed on the roadbed for renewals.

LOUISVILLE AND NASHVILLE RAILROAD.

Improvements are shown in the increased weight of rails that renewals have been made with, improvements to bridges, trestles and culverts, improvements to roadbed and a more extensive use of tie-plates.

There was laid in track during the year ending December 31st, 1900:

On main line.....14.91 miles....new 70 -lb. rails
On branch line..... 3.07 miles....2d-hand 58½-lb. rails

Their tracks in Florida now show to be laid with rails as follows:

Pensacola Division—From Pensacola to State line, 42.13 miles 70-lb. rails.

Pensacola and Atlantic Division—From Pensacola to River Junction, 160.47 miles 70-lb. rails, except one-half mile of 50-lb. rails.

Yellow River Branch—From Crestview to Flomaton, 25.35 miles; of this, 18.39 miles are 58½-lb. rails, the balance is 56-lb. and 70-lb., except 9-100 miles of 50-lb. rails.

Alabama Division—From Graceville to the State line is laid with 65-lb. rails.

Their main line tracks are maintained in good condition and to a smooth surface.

Branch lines show an improvement in condition as to surface and alignment, and in the condition of the ties.

GEORGIA SOUTHERN AND FLORIDA.

The Georgia Southern and Florida have made no improvements to roadway and track.

The mileage of their lines in Florida is 152.36 miles; tracks are laid with 60-lb. rails; this is in good condition for the length of time it has been in service, but is beginning to show the effects of long service on the line from Palatka to the State line, and parts of road that does not show to a smooth surface is mostly due to the rails.

Repairs are kept up and tracks are maintained in good condition.

GEORGIA, FLORIDA AND ALABAMA.

No improvements have been made to roadway and track. Their tracks are laid with rails as follows:

Main Line—

Carrabelle to Tallahassee..	49.68 miles...	56-lb. rails
Tallahassee to State Line..	23.67 miles...	60-lb. rails
Quincy Branch	11.30 miles...	60-lb. rails

Total	84.65 miles
-------------	-------------

Considerable repairs to trestles, and renewals of ties, have been made during the year, and tracks show an improvement in surface.

APALACHICOLA NORTHERN RAILROAD.

The Apalachicola Northern was recently constructed from Apalachicola to River Junction, and is now being extended to St. Joseph Bay. Their track is laid with 60-lb. rails with the exception of about seven miles, which is 85-lb. No improvements have been made to roadway and track.

TAMPA NORTHERN.

The road was recently completed to Brooksville, and no improvements have been made to roadway and track. Their track is laid with:

10 miles	70-lb. rails
40 miles	60-lb. rails

SOUTH GEORGIA.

From Perry to the State line, their track is laid with 56-lb. rails. No improvements have been made to road during the year. Repairs to roadway and to trestles are kept up and track is maintained in good condition.

GEORGIA AND FLORIDA.

From Madison to the State line, 14 miles, the track is laid with 40-lb. rails. No improvements to road have been made. Repairs to trestles have been made and track is maintained in good surface and line for track laid with 40-lb. rails.

CHARLOTTE HARBOR AND NORTHERN.

From Arcadia to South Dock, 48.55 miles, and spur, Fort Ogden to Liverpool, 3.49 miles, no improvements to road have been made during the year. The road is being extended north from Arcadia. Track is laid with 70-lb. rails.

ATLANTA AND ST. ANDREWS BAY.

From Panama City to the State line, the distance is 67 miles. The road was recently built, but considerable work of construction was left to be completed after the road began operating. Improvements to roadbed have been made, in widening excavations and embankments and in filling cribwork and trestles. The track is laid with 40-lb. rails and has been very much improved in surface and alignment during the year.

FLORIDA CENTRAL.

The line runs from Fanlew to Thomasville, 33.83 miles of which is in Florida. The road is of recent construction, and no improvements to roadway and track have been made, except in rebuilding part of roadbed south of the S. A. L. crossing, which was in an incomplete state when they began operating.

The track is laid with 40-lb. rails, except 3 miles, which is 56-lb.

FLORIDA RAILWAY.

Line runs from Live Oak to Perry, 52 miles, with branches, Wilmarth to Luraville, 4.50 miles, and Mayo to Alton, 2.50 miles.

No improvements to road have been made. Main line track is laid with 40-lb. rails; branch lines, 35-lb. rails.

LIVE OAK, PERRY AND GULF.

Line runs from Live Oak to Hampton Springs and from Mayo Junction to Alton. No improvements to road have been made during the year. Tracks are laid with rails as follows:

Live Oak to 21-Milepost.....	60-lb. rails
21-Milepost to end of Main Line.....	40-lb. 45-lb. rails
Mayo Junction to Alton.....	35-lb. rails

TAMPA AND JACKSONVILLE.

The line runs from Sampson City to Fairfield, a distance of 48 miles. No improvements to roadway and track have been made during the year. Their track is laid with:

39 miles	60-lb. rails
9 miles	35-lb. rails

Fifty-six-pound rails have been purchased to replace the light rails now in track. Their track has been maintained in a condition to operate trains only at a low rate of speed.

TAVARES AND GULF.

The line runs from Ellsworth Junction to Clermont, and from Waits Junction to Winter Garden.

Track is laid with 40-lb rails, except from Oakland to Winter Garden, which is 50-lb.

Improvements to track: One mile of 58-lb. rails has been put down south from Ellsworth Junction; rails taken up to be used in replacing bent rails in main line.

Their track has been maintained in a condition to operate trains only at a low rate of speed.

Yours respectfully,

FRANK P. DAMON, Inspecting Engineer.

ORDERS.

ORDERS.

ORDER NO. 262.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSTRUCTION OF A
UNION PASSENGER DEPOT AT LIVE OAK, FLA.

WHEREAS, by Order No. 213, made in the above entitled matter on December 21, 1907, on a hearing after due notice thereof to the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Live Oak, Perry and Gulf Railroad Company, and the Florida Railway Company, we ordered that the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway (which did then, as they now do, own and operate a joint passenger station or union depot at Live Oak, Fla., with privileges of its use granted to the other two roads aforesaid), should build a new joint passenger station or union depot at Live Oak aforesaid, a station on each of said lines, and should admit to its use the Live Oak, Perry and Gulf Railroad Company and the Florida Railway Company as theretofore, and prescribed therein certain dates for submitting plans and for the beginning and completion of the work, all of which dates had passed before the date of the notice hereinafter mentioned.

AND WHEREAS, the said Seaboard Air Line Railway, shortly after making the said Order No. 213, namely, in January, 1908, passed under the management and control of S. Davies Warfield, R. Lancaster Williams and E. C. Dnncan, as Receivers thereof, duly appointed by the Circuit Courts of the United States for the Northern and Southern Districts of Florida, and no steps were taken by the Railroad Companies or by the said Receivers to comply with the said Order down to the date of the notice hereinafter mentioned.

AND WHEREAS, on Jan. 28, 1909, we gave each of the four named Railroad Companies and the Receivers afore-

said notice that we would hold a meeting in our office in the City of Tallahassee on Feb. 18, 1909, at which they should show cause why a new Order should not be made, requiring, among other things, the Receivers of the Seaboard Air Line Railway, instead of the Corporation which they represent, to join in the building of said joint passenger station or union depot, and otherwise altering or modifying said Order No. 213 as might be found to be necessary and proper at the hearing. And the said hearing was had at the time and place appointed, when and where the Atlantic Coast Line Railroad Company appeared by Hon. W. E. Kay, Assistant General Counsel, and Mr. J. N. Brand, General Superintendent; and the said Receivers of the Seaboard Air Line Railway by Hon. George P. Raney, Division Counsel; Mr. W. A. Witt, Superintendent, and Mr. H. S. Thomas, Assistant Engineer, and were heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge:

1. That the present joint passenger terminal or union depot, owned, maintained and operated by the Atlantic Coast Line Railroad Company, and by the Seaboard Air Line Railway, or its said Receivers, is not sufficient for the needs, comfort and convenience of the traveling public at Live Oak, Fla., and that it is necessary that a new building should be erected in lieu of the same.

2. That the location of the present depot, situated as it is between numerous railroad tracks, with a sole approach between said tracks of about three hundred and fifteen feet from Ohio Avenue the main street of the city, is a source of danger to the public which can be considerably lessened by placing the new depot nearer to said Ohio Avenue, thus shortening the approach between the tracks.

IT IS, THEREFORE, ORDERED, that the Atlantic Coast Line Railroad Company, and S. Davies Warfield, R. Lancaster Williams and E. C. Dnncean, as Receivers of the Seaboard Air Line Railway, do erect, maintain and operate a new joint passenger terminal or union depot at Live Oak aforesaid, according to the plans and elevation filed in this proceeding by the Seaboard Air Line Railway, which are hereby approved; that they shall locate the

same so that its western line shall be not more than two hundred feet east of the east side of Ohio Avenue aforesaid, and that work on the same shall begin within one month from the date of this Order and the building shall be completed within four months from the same date.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this second day of March, A. D. 1909.

NEWTON A. BLITCH, Acting Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 263.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT
TO CLASSIFICATION NO. 3 OF THE SAID RAIL-
ROAD COMMISSIONERS RELATING TO BOX MA-
TERIAL.

This matter came on to be heard at Tallahassee on March 8, 1909, after due notice dated February 26, 1909, to all railroad companies and common carriers doing business wholly or in part within this State of the intended action, and said railroad companies and common carriers having been given an opportunity to be heard, and such of them as desired to be heard having been heard thereon, and we being now fully advised in the premises:

IT IS HEREBY ORDERED that our Classification No. 3 be, and the same is hereby, amended as follows:

By inserting immediately after the words, "N. O. S., L. C. L." under the head of "Box Material," the following:

"Wooden Crates, K. D., and Wooden or Splint Crate Material, K. D., including Wooden or Splint Inside Carriers, without tops or handles (nested), straight or mixed, L. C. L. $\frac{1}{2}$ of 6
"Same, C. L., 24,000 lbs. P"

IT IS FURTHER ORDERED that this amendment shall take effect on April 1, 1909.

Ordered by the Railroad Commissioners of the State of Florida, in session at our office in the City of Tallahassee, this 22nd day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 264.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE
10 OF "THE RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter came on for hearing pursuant to notice of our intended action dated February 26, 1908, to all the Railroad Companies and Common Carriers transporting property between points in Florida, at the City of Tallahassee, on March 8, 1909, where and when the Receivers of the Seaboard Air Line Railway appeared by Hon. Oeo. P. Rancy, Division Counsel, and Mr. L. E. Chalenor, Assistant General Freight Agent; the Atlantic Coast Line Railroad Company by Mr. S. P. Collier, Division Freight Agent; the Louisville and Nashville Railroad Company by Mr. J. W. Lurton, Division Freight and Passenger Agent, and the Georgia Southern and Florida Railway Company by Mr. J. M. Cntler, General Freight Agent, and were heard, and all railroad companies and common carriers aforesaid had an opportunity to be heard, and the matter was taken under advisement.

NOW, THEREFORE, we, being fully advised in the premises, do order that Rule 10 of our "Rules Governing the Transportation of Freight" be, and the same is hereby, amended by striking out the second clause thereof and inserting in lieu thereof the following:

"(2). When a number of different articles, all of which are in the same class, are shipped at one time by one con-

signor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds, and at the highest minimum carload weight established for either of the articles contained in car, actual weight to be charged for, if in excess of such carload minimum. When, however, articles shipped as above are in Classes N, O or P, the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property."

This amendment, as above prescribed, shall take effect April 7, 1909.

Ordered in open session of our Board at our office in the City of Tallahassee, this 24th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 265.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF AN
AGENCY AT WHITE CITY, A STATION ON THE
LINE OF THE FLORIDA EAST COAST RAILWAY
IN THIS STATE.

This matter came on for hearing on March 15th, 1909, pursuant to dne notice thereof dated February 20, 1909, to the Florida East Coast Railway Company to appear March 8, 1909, but which was postponed until March 15, 1909; at which hearing the said railway company appeared by Hon. Alex. St. Clair Abrams, Counsel; Mr. J. R. Parrott, Vice President and General Manager, and Mr. J. P. Beckwith, Fourth Vice President, and was duly heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order and direct that the Florida East Coast Railway Company shall, within ten days after the date of this

order, establish and maintain an agent at White City, a station on the line of its railway in this State, for the proper transaction of its freight and passenger business between that point and other points in this State; and shall maintain there such agent until the further order of this Commission. .

Ordered in open session of our Board at our office in the City of Tallahassee, this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 266.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF BUILDING A COMBINATION
FREIGHT AND PASSENGER DEPOT AND A SPUR
TRACK AT VIKING, A STATION ON THE LINE
OF THE FLORIDA EAST COAST RAILWAY IN
THIS STATE.

This matter came on for hearing on March 15, 1909, pursuant to due notice dated February 20, 1909, to the Florida East Coast Railway Company to appear March 8, 1909, but which was postponed until March 15, 1909; at which hearing the said railway company appeared by Hon. Alex. St. Clair Abrams, Counsel; Mr. J. R. Parrott, Vice President and General Manager, and Mr. J. P. Beckwith, Fourth Vice President, and was duly heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the Florida East Coast Railway Company shall erect and build at Viking, a station on its line of railway in this State, a combination freight and passenger depot of the same general style and arrangement as the depot at Lemon City, another station on the said line, and of not less dimensions than those of the said depot at Lemon City, and with a platform of proper height for the convenient loading and unloading of freight into and from the cars.

IT IS FURTHER ORDERED, that the said depot be located just north of the north end of Section House No. 26; and that work shall begin on the said depot within thirty days from the date of this order, and that the said depot shall be completed within one hundred and twenty days from the same date.

IT IS FURTHER ORDERED, that the said railway company shall build at Viking a spur or side track of sufficient length to contain not less than three freight cars at one time, adjacent to the said depot; work on it to be begun and completed within the time hereinbefore prescribed.

Ordered in open session of our Board at our office in the City of Tallahassee, this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 267.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF BUILDING A FREIGHT AND
PASSENGER DEPOT AT NARANJA, A STATION
ON THE LINE OF THE FLORIDA EAST COAST
RAILWAY IN THIS STATE.

This matter came on for hearing on March 15, 1909, pursuant to due notice, dated February 20, 1909, to the Florida East Coast Railway Company, to appear March 8, 1909, but which was postponed until March 15, 1909; at which hearing the said railway company appeared by Hon. Alex. St. Clair Abrams, Counsel; Mr. J. R. Parrott, Vice President and General Manager, and Mr. J. P. Beckwith, Fourth Vice President, and was duly heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the Florida East Coast Railway Company shall erect and build at Naranja, a station on its

line of railway in this State, a combination freight and passenger depot of the same general style and arrangement as the depot at Lemon City, another station on the said line, and of not less dimensions than those of the said depot at Lemon City, and with a platform of proper height for the convenient loading and unloading of freight into and from the cars.

It is further ordered that the said depot be located on or opposite to the side track at Naranja; and that work shall begin on the said depot within thirty days from the date of this order, and that the depot shall be completed within one hundred and twenty days from the same date.

Ordered in open session of our Board at our office in the City of Tallahassee this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 268.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES ON THAT
PART OF THE ATLANTIC COAST LINE RAIL-
ROAD FORMERLY KNOWN AS THE JACKSON-
VILLE AND SOUTHWESTERN RAILWAY, AND
ON THE EXTENSION OF THE ATLANTIC COAST
LINE RAILROAD BEYOND NEWBERRY, FLA.

This matter came on to be heard, pursuant to due notice dated January 15, 1909, to the Atlantic Coast Line Railroad Company, on February 18, 1909, at the City of Tallahassee, when and where the said railroad company appeared by Mr. James Menzies, its General Freight Agent, and was heard; and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the freight rates heretofore allowed on that part of the Atlantic Coast Line Railroad in this State formerly known as the Jacksonville and Southwestern Railway, be annulled and abolished and that upon said

portion of the said railroad, and also on the recent extension of the Atlantic Coast Line Railroad beyond New-herry, the regular mileage rates for freight now in force on the other parts of the Atlantic Coast Line Railroad Company's system in this State shall be applied, and are hereby prescribed thereof. The said new rates shall go into effect on April 15, 1909.

Ordered in open session of our Board at our office in the City of Tallahassee, this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 269.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSTRUCTION OF A
UNION PASSENGER DEPOT AT LIVE OAK, FLA.

The Receivers of the Seaboard Air Line Railway, and the Atlantic Coast Line Railroad Company, having applied to us for a modification of our Order No. 262, heretofore made in this proceeding, so far as to permit them to locate the western line of said new Union Passenger Depot not more than two hundred and eighty-five feet east of the east line of Ohio Avenue instead of not more than two hundred feet, as in our said order provided; and the Live Oak Board of Trade having petitioned us to grant such modification as asked by the said railroads:

IT IS, THEREFORE, ORDERED, that our previous Order No. 262, made in this proceeding, be, and it is hereby, modified to the extent only of permitting the new Union Passenger Depot to be so located that its western line shall not be more than two hundred and eighty-five feet east of the east line of Ohio Avenue.

Ordered in open session of our Board held at our office in the City of Tallahassee, this 29th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 270.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION RELATIVE TO
THE CONSTRUCTION OF A PASSENGER DEPOT
AT GAINESVILLE, FLORIDA, A STATION ON
THE LINE OF THE SEABOARD AIR LINE RAIL-
WAY.

The Receivers of the Seaboard Air Line Railway, by Hon. George P. Raney, Division Counsel, having applied to us for an extension of the time fixed in Order No. 261, dated February 20, 1909, for beginning and completing a new passenger depot at Gainesville, Florida; and it appearing that the depot ordered by us requires the making of new plans and procuring new bids:

IT IS ORDERED that the said Receivers shall have sixty days from the date of this Order in which to begin work on the said passenger depot, and that the same shall be completed within four months from the same date, and Order No. 261 is thus modified, but otherwise confirmed in all other respects. Blue prints of said depot shall be submitted to us before work is begun.

Ordered in open session at our office in the City of Tallahassee, this 7th day of April, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 271.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF BUILDING A SHED FOR THE
PROTECTION OF EXPRESS MATTER AT FORT
PIERCE, FLORIDA.

This matter came on for hearing at Tallahassee on April 7, 1909, pursuant to due notice in writing, dated

April 3, 1909, to the Southern Express Company; which appeared at the hearing by Mr. C. C. Wolfe, its Superintendent, and was duly heard.

AND THEREUPON, after due consideration, we do find that the proper protection of express matter at Fort Pierce, Florida, an office of the Southern Express Company, demands a proper shed; and it is ordered that the Southern Express Company shall construct a shed for that purpose at Fort Pierce, containing not less than six hundred square feet floor space, and that work on the same shall begin within fifteen days and be completed within thirty days from the date of this order.

Ordered in open session at our office in the City of Tallahassee, this 7th day of April, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 272.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF AN
AGENCY AT POMPAÑO, A STATION ON THE
LINE OF THE FLORIDA EAST COAST RAILWAY,
IN THIS STATE.

This matter came on for hearing pursuant to notice dated March 26, 1909, to the Florida East Coast Railway Company, on April 5, 1909, when a letter was received from J. P. Beckwith, Fourth Vice President of the said Railway Company, informing the Commissioners that an agency had been established at Pompano on March 24, 1909.

AND, THEREFORE, it is ordered that this proceeding be dismissed.

Ordered in open session at our office in the City of Tallahassee, this 5th day of April, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 273.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE
MADISON SOUTHERN RAILWAY.

This matter coming on this day to be heard upon the application of the Madison Southern Railway for an Order prescribing freight rates for the said railway, and the said railway being represented by S. W. Bowen, Vice President and Traffic Manager, who was heard, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight rates be allowed and prescribed for the use of the Madison Southern Railway, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

STATIONS.	PER HUNDRED POUNDS.															Per Barrel.	Per 100 Pounds.	Per Ton.		Per Car Load.		Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N					O		P	R	V
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	5.00	8	..	..
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	7.00	9	..	..
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	8.00	10	..	..
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	9.00	11	..	..
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	10.00	12	..	..

IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

IT IS FURTHER ORDERED, that the Sugar Cane rates and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 6th day of May, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 274.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES OF THE ATLANTIC COAST LINE RAILROAD COMPANY AT GAINESVILLE, FLORIDA, A STATION ON ITS LINE.

This matter came on for hearing at Gainesville, Florida, on January 22, 1908, after due notice, dated January 9, 1908, to the Atlantic Coast Line Railroad Company, at which hearing the said railroad company appeared by Mr. Morton Riddle, its General Superintendent, and a large number of citizens of Gainesville also appeared, and the parties were heard; and the said Atlantic Coast Line Railroad submitted a blue print or plan of the proposed changes in the depot aforesaid, and the matter was taken under advisement, and has been delayed because the Atlantic Coast Line Railroad Company has asked for time to procure the requisite assent of the City Council of Gainesville to certain features on said plan, but have not yet obtained the same, and it appears that the making of an Order ought not to be longer delayed:

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being advised in the premises, do

find that the accommodations for the public at the depot of the Atlantic Coast Line Railroad Company are insufficient and uncomfortable, and that additions and changes ought to be made thereto and therein. And we do order that the said Railroad Company shall add to, change and alter its said depot at Gainesville in accordance with the blue print or plan made by J. E. Simms under date of January 20, 1908, and submitted by the railroad company as aforesaid, which includes the canopy shown on said blue print or plan, but it is expressly directed that the front entrance to the depot be made with separate doors, so that whites and blacks may enter the respective ticket departments and thence into the respective waiting rooms without intermingling with each other.

IT IS FURTHER ORDERED that work on the same shall begin within thirty days after the City Council of the City of Gainesville shall grant to the said railroad company the right and privilege to erect on and over the street in front of the depot the canopy shown on said plan or blue print, and shall be completed within two months after the date of the said grant of privilege.

Ordered in open session at our office in the City of Tallahassee, this 26th day of May, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 275.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS AT JACKSONVILLE TO BE CLOSED AT 1:00 P. M. ON SATURDAYS DURING THE SUMMER MONTHS.

Application having been made to us by the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Florida East Coast Railway Company, the Georgia Southern and Florida Railway Company, the

Southern Railway Company and the Jacksonville Wholesale Grocers' Association, to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight," so far as to permit the employees of the said railroad companies in their several freight stations at Jacksonville to enjoy a half-holiday on Saturdays during certain months hereinafter named; and it appearing to us that the same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26, aforesaid, be, and the same is hereby, suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Jacksonville at 1:00 o'clock p. m. on each and every Saturday during the months of June, July, August and September, in the year 1909, for the purpose of giving the said employees a half-holiday in each week during the said months. This order shall take effect immediately.

Ordered in open session of our Board at the City of Tallahassee, this 11th day of June, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 276.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSTRUCTION OF A
UNION PASSENGER DEPOT AT LIVE OAK, FLA.

The Receivers of the Seaboard Air Line Railway having made application through their Division Counsel, Hon. George P. Raney, for an extension of time in which to complete the construction of the Union Passenger Depot at Live Oak, Florida, as provided for in our previous Order No. 262, and as modified by Order No. 269, and the Commissioners being fully advised:

IT IS, THEREFORE, ORDERED that the time for the

completion of the said Union Passenger Depot as fixed by Order No. 262, is hereby extended until the 1st day of October, 1909.

Ordered in open session of our Board held at our office in the City of Tallahassee, this 3rd day of July, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 277.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
RATES FOR THE SUWANNEE RIVER AND
WHITE SPRINGS RAILWAY COMPANY.

This matter coming on this day to be heard upon the application of the Suwannee River and White Springs Railway Company for an Order prescribing freight and passenger rates for the said railway, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight rates be allowed and prescribed for the use of the Suwannee River and White Springs Railway Company, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

DISTANCES.	CLASS RATE IN CENTS PER 100 POUNDS.																Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8	
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10	
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11	
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15	

IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

IT IS FURTHER ORDERED, that the Sugar Cane rates and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

The following passenger rates are allowed and prescribed: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 4th day of August, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 278.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES OF THE ATLANTIC COAST LINE RAILROAD COMPANY AT GAINESVILLE, FLORIDA, A STATION ON ITS LINE IN THIS STATE.

WHEREAS, by our Order No. 274, heretofore made and entered in this proceeding on May 26th, A. D. 1909, we directed the Atlantic Coast Line Railroad Company to make certain additions and changes in and to its said passenger depot at Gainesville aforesaid, including a canopy over the street in front of said depot, and also directed it to begin the work within thirty days after the City Council of the said city should grant to the said company the right and privilege of erecting the said canopy and to complete the work within two months after the said grant of privilege.

AND WHEREAS, the City Council of the City of Gainesville has refused to grant to the Atlantic Coast Line Railroad Company the said privilege.

AND WHEREAS, by written notice, dated the 11th day of August, A. D. 1909, we notified the Atlantic Coast Line Railroad Company that we should hold a meeting at our office in the City of Tallahassee on August 26th, 1909, at 10 o'clock a. m., for the purpose of considering in what matters and particulars the said Order No. 274 should be modified or altered; and in pursuance of the said notice, we held a meeting at the place and time aforesaid, when and where the Atlantic Coast Line Railroad Company appeared before us by Mr. Morton Riddle, its General Superintendent, and was fully heard on the subject of the notice and on the matters therein contained.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being advised in the premises, do now alter and modify our said Order No. 274 so that the said Atlantic Coast Line Railroad Company shall not be required to build or construct the canopy aforesaid, and further that the time for the completion of the work shall be sixty days after the date hereof, and in all other respects our said Order No. 274 is confirmed.

Ordered in open session at our office in the City of Tallahassee, this 27th day of August, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 279.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA

IN THE MATTER OF THE ENLARGEMENT AND
IMPROVEMENT OF THE FREIGHT AND PAS-
SENGER DEPOT OF THE LOUISVILLE AND
NASHVILLE RAILROAD COMPANY AT BONIFAY,
A STATION ON ITS LINE IN THIS STATE.

This matter came on to be heard after due notice in writing dated August 4, 1909, to the Louisville and Nash-

ville Railroad Company, at the Court House in Bonifay nforesaid, on August 17, 1909, at 10:30 a. m., the time and place named in the said notice, when and where the Louisville and Nashville Railroad Company appeared by Mr. E. O. Saltmarsh, its Superintendent, and Mr. J. W. Lurton, its Division Freight and Passenger Agent, and was fully heard in the premises and a number of citizens of Bonifay were also heard:

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do hereby find and adjudge that the freight and passenger depot facilities of the Louisville and Nashville Railroad Company at Bonifay a station on its line in this State, are insufficient for the needs, accommodation and comfort of the public, and it is therefore ordered that the Louisville and Nashville Railroad Company do enlarge and remodel its said depot at Bonifay so that the freight warehouse room shall contain not less than eighteen hundred (1,800) square feet of floor space; that if the said railroad company shall make fills along the north side of the siding west of the cattle pen, where teams have to unload from the cars, and shall make similar fills on the north side of the track east of the road crossing so that teams can unload from the cars conveniently; that it shall make ample fills around the said depot on the south side so that teams can load into and from the freight warehouse and platform conveniently; that it shall construct a walkway, either of plank or of chert, for passengers from the east end of the depot along the south side of the main railroad track to the road crossing, and that it shall construct at some convenient place separate privies for the white and the colored passengers, separating also the sexes of each race; all of the said work to be completed in ninety (90) days from the date of this Order.

Ordered in open session at our office in the City of Tallahassee, this 27th day of August, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 280.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A
FREIGHT AND PASSENGER DEPOT AND THE
ESTABLISHMENT OF A STATION AGENCY AT
TAYLORVILLE, A STATION ON THE LINE OF
THE ATLANTIC COAST LINE RAILROAD COM
PANY IN THIS STATE.

This matter came on to be heard after due notice in writing dated August 13, 1909, to the Atlantic Coast Line Railroad Company, at our office in the City of Tallahassee, on August 26, 1909, at 10 o'clock a. m., the place and time fixed in the said notice, where and when the Atlantic Coast Line Railroad Company appeared by Mr. Morton Riddle, its General Superintendent, and was fully heard in the premises, as was also Mr. J. G. Hatcher on behalf of the application:

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being advised in the premises by the matters and things developed at the said hearing, and having also made a personal inspection and investigation of the said station, do find and adjudge that there are no passenger waiting rooms at Taylorville aforesaid and that such ought to be provided for the safety, convenience and comfort of passengers; that the accommodations for freight are insufficient, and that a station agency ought to be established at said station; and we do order that the Atlantic Coast Line Railroad Company do erect at Taylorville, a station on its line of railroad in this State, a freight and passenger depot in which the waiting rooms for the white and the colored races, respectively, shall contain not less than one hundred and ten (110) square feet of floor space each, and the freight warehouse shall contain not less than eight hundred and eighty (880) square feet of floor space, all of the said work to be completed within ninety (90) days from the date of this Order.

AND IT IS FURTHER ORDERED, that when the said depot shall be completed the Atlantic Coast Line Railroad Company shall install a station agent therein.

Ordered in open session at our office in the City of Tallahassee, this 27th day of August, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 281.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A
FREIGHT AND PASSENGER DEPOT AT WADE.
A STATION ON THE LINE OF THE ATLANTIC
COAST LINE RAILROAD COMPANY IN THIS
STATE.

This matter came on to be heard, after due notice in writing dated August 13, 1909, to the Atlantic Coast Line Railroad Company, on August 26, 1909, at our office in the City of Tallahassee, the time and place fixed in the said notice, when and where the Atlantic Coast Line Railroad Company appeared by Mr. Morton Riddle, its General Superintendent, and was fully heard:

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, not only by the matter and things developed at the said hearing, but also by a personal inspection and investigation of the said station, do find that there is no station building or depot at Wade aforesaid, the depot formerly erected there having been destroyed by fire, and that a freight and passenger depot at the station aforesaid is necessary and should be built for the accommodation of the public; and it is ordered that the Atlantic Coast Line Railroad Company do erect and have completed within ninety (90) days from the date of this Order a freight and passenger depot at Wade a station on its line of railroad in this State, the style, dimensions and arrangements of which shall be as laid down and described in a certain blue print or plan filed in our office since the said hearing by the Atlantic Coast Line Railroad Company, with these exceptions:

(1) That the space shown therein as being allotted to

the agent's office shall be added to the freight warehouse which adjoins it, no agency existing or ordered to be installed at this station.

(2) That a freight platform fifteen (15) feet wide and extending the width of the said freight warehouse shall be constructed next to the outside end of said warehouse.

Ordered in open session of our Board at our office in the City of Tallahassee, this 9th day of September, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 282.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION, OPERATION
AND MAINTENANCE OF A UNION PASSENGER
DEPOT IN THE CITY OF TAMPA.

This matter came on for hearing in the Court House in the City of Tampa on November 30, 1909, at 10 o'clock a. m., after due notice of the time and place of such meeting given in writing to both the petitioners and the railroad companies hereinafter named; when and where the petitioners appeared, that is to say: The Mayor and the City Council of the City of Tampa, by W. R. Rowland, City Attorney, and the Board of Trade of Tampa, the Chamber of Commerce of Tampa, and the Board of County Commissioners of Hillsborough County, by their Counsel, Robert W. Davis, F. M. Simonton, D. C. McMullen, M. B. Macfarlane, H. C. Gordon, H. S. Hampton and Robert McNamee; and the Atlantic Coast Line Railroad Company appeared by W. A. Carter, its Division Counsel, the Seaboard Air Line Railway by George P. Raney, its Division Counsel, the Tampa Northern Railroad Company by W. R. Denham, its General Superintendent, and the Florida and West Coast Railroad Company by C. H. Brown, its President. And on the said November 30, and on December 1, 1909, the said parties, both petitioners and respondents, were fully heard in the premises by produc-

tion of evidence and otherwise, when it appeared that the Florida and West Coast Railroad Company was not a railroad entering the City of Tampa, and the Commissioners then announced, without objection, that this proceeding as to it would be dismissed, and the rest of the matters involved in this proceeding were taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge:

1. That the Atlantic Coast Line Railroad, the Seaboard Air Line Railway and the Tampa Northern Railroad are all the railroads entering the City of Tampa, and that each of them is engaged in transporting passengers from and to the said City of Tampa to and from other points in the State, and that such transportation is wholly within the limits of this State.

2. That the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Tampa Northern Railroad Company ought, in view of the conditions shown at the hearing, to be required to erect, operate and maintain a Union Passenger Depot in the City of Tampa and that the location hereinafter described is the most feasible location because of its proximity to the center of the city; the convergence of the main tracks of the said three railroad companies and their ownership of land at that point.

IT IS, THEREFORE, ORDERED that the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Tampa Northern Railroad Company shall erect operate and maintain a Union Passenger Depot in the City of Tampa, the floor dimensions of which shall be not less than fourteen thousand square feet, exclusive of sheds, platforms and baggage rooms; that there shall be separate waiting rooms and ticket offices for the white and the black races according to law, with toilet rooms for each waiting room, separating also the sexes; that suitable sheds, platforms and baggage room shall be provided at the said depot, including suitable sheds and platforms along and between the tracks leading into the same; and that the said Union Passenger Depot shall be located on ground bounded on the north and northwest by the main line track of the Atlantic Coast Line Railroad Company on Factory Avenue, on the east by the

main line track of the Seaboard Air Line Railway on Tangent Avenue, on the south by the main line track of the Tampa Northern Railroad Company, and on the west by Nebraska Avenue.

IT IS FURTHER ORDERED that the three Railroad Companies last aforesaid shall submit to us, on or before March 1, 1910, plans showing the dimensions and arrangement of said depot, and of the waiting rooms, baggage room, sheds, platforms and of the tracks leading into the same, in order that we may determine the sufficiency and suitability thereof; and that the said Union Passenger Depot shall be completed within six months after the entry of our Order approving a plan for the construction of the same.

AND IT IS FURTHER ORDERED that this proceeding be dismissed as to the Florida and West Coast Railroad Company.

Ordered in open session of our Board in session at the City of Jacksonville, Florida, this 21st day of December, A. D. 1909.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

ORDER NO. 283.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER FACILITIES AT
LOWELL, FLORIDA.

This matter coming on to be heard after due notice to the Atlantic Coast Line Railroad Company on October 15th, 1909, and the Atlantic Coast Line Railroad Company being represented by Mr. Morton Riddle, General Superintendent, and the petitioners by Mr. L. S. Light, and the Commissioners having heard the representatives of the said railroad and the petitioners, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED that the Atlantic Coast Line Railroad Company enlarge its present depot at Lowell, Florida, by the addition of two waiting rooms, one for white and one for negro passengers, to contain not less than one hundred square feet of floor space; the said waiting rooms to be completed within sixty days from the date of this Order.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 24th day of December, A. D.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 284.

FILE NO. 2968.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE INVESTIGATION OF THE
ALLEGED VIOLATION OF RULE NO. 1 OF THE
"RULES GOVERNING THE TRANSPORTATION OF
FREIGHT" BY THE TAMPA NORTHERN RAIL-
ROAD COMPANY, AND THE ARIPEKA SAW-
MILLS TRAM, FORMERLY KNOWN AS THE
BROOKSVILLE AND HUDSON ROAD, BY
CHARGING OTHER THAN CONTINUOUS MILE-
AGE RATES.

The hearing in this matter was set, after due notice in writing to the parties, for December 1, 1909, at 10 o'clock a. m., at the Court House in the City of Tampa, and was at that time and place adjourned until December 2, 1909, at the same hour, when and where the Tampa Northern Railroad Company appeared by Hon. Peter O. Knight, its Counsel; Capt. W. B. Denham, its General Manager, and Mr. J. W. Lester, its Auditor; the Aripeka Sawmills by Hon. Peter O. Knight, its Counsel, and by Mr. Martin F. Amorous, its General Manager; and several shippers along the tram road aforesaid, by J. C. Davant, Jr., Esq., their Counsel; and the said parties and persons interested were duly heard, and the matter was taken under advisement.

The first question which arises is, whether the majority of the stock of the Tampa Northern Railroad Company is owned or controlled either directly or indirectly by the Aripeka Sawmills, a corporation existing under the laws of the State of Georgia, within the meaning of Rule No. 1 of the "Rules Governing the Transportation of Freight," which prescribes that in such cases connecting roads shall be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road. The Tampa Northern Railroad and the Aripeka Sawmills tram are connecting roads and have of late been charging two local rates on freight passing from one road to the other.

That the majority of the stock of the Tampa Northern Railroad Company is controlled indirectly by the Aripeka Sawmills there would seem to be no doubt. The annual report of the former company for the year ending June 30, 1909, to this Commission, states that the railroad company is controlled solely by the Aripeka Sawmills; that the control is entire, and that such control is indirect, through eight stockholders as intermediaries. The return thus made in this sworn report is corroborated by the letter of the First Vice President of the railroad company to the General Manager of the Sawmills, dated November 30, 1909, in evidence, which sets forth that the stock in the Tampa Northern Railroad Company is owned for the benefit of the Aripeka Sawmills, but that the actual title thereto is in the name of certain individuals who have transferred it to the Title Guarantee and Trust Company as collateral security for the issue of preferred stock of the Aripeka Sawmills. These two connecting railroads are thus shown to be within the express terms of Rule 1, and all charges based by them on the sum of two locals have necessarily resulted in over-charges, which should be refunded.

The second question is, has the Aripeka Sawmills the right to discontinue the business of a common carrier. It was stated at the hearing that this Company had decided to discontinue such business on account of the heavy loss which it entailed.

The Aripeka Sawmills was incorporated, under the laws of Georgia, on September 17, 1903, with certain express powers, among which was the right to operate tram roads and railroads for corporate purposes. It voluntarily became a common carrier by undertaking to carry freight

for all who offered it, and thus came under the jurisdiction of this Commission. But as its action was voluntary and the duty to operate its tram road as a common carrier was not imposed upon it by law, it undoubtedly has the right to discontinue carrying for all and to confine the use of its road to its own purposes or to transporting freight, as a private carrier, under contract with particular individuals or corporations.

In fact, its representatives stated at the hearing, on inquiry by the Commissioners, that the Company was willing to enter into such contracts with the owners of enterprises who had located along its tram line. On this second branch of the case, which was developed on the hearing, we can make no order, having determined that the Sawmills may cease operating its tram, as a common carrier, and the finding must be limited to the matter contained in the notice.

IT IS, THEREFORE, ORDERED AND ADJUDGED, that the Tampa Northern Railroad and the tram road of the Aripeka Sawmills are and were connecting roads within the meaning of Rule 1 of the "Rules Governing the Transportation of Freight," prescribed by this Board; that a majority of the stock of the Tampa Northern Railroad Company was and is owned or controlled indirectly by the Aripeka Sawmills, and that the said two connecting roads ought to have been considered by each of them for the purpose of transportation in applying their schedules of freight rates, as constituting but one and the same road, and the rates computed as upon parts of one and the same road, and that any sum exacted for the payment of freight on goods passing from one of said lines to the other in excess of such continuous mileage rate was an over-charge and ought to be refunded.

By the Railroad Commissioners, at their office in the City of Tallahassee, this 5th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 235.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE FREIGHT AND PASSENGER
RATES FOR THE TAMPA AND GULF COAST
RAILWAY.

This matter coming on this day to be heard upon the application of the Tampa and Gulf Coast Railway for an Order prescribing freight and passenger rates for the said railway, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight rates be allowed and prescribed for the use of the Tampa and Gulf Coast Railway, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

DISTANCES.	CLASS RATE IN CENTS Per 100 Pounds.																Per Barrel.		Per 100 Pounds.		Per Ton 2,000 Pounds.		Per Car Load.		Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R						
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8						
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9						
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10						
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11						
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12						
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13						
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14						
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15						
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16						
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17						
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18						
120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19						

IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway, and that the Sugar Cane and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

The following passenger rates are allowed and prescribed: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 7th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 286.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHANCE OF CLASSIFICATION OF BRICK, FRESH FISH, FRESH MEATS, COTTON SEED, SYRUPS AND DRY KILNS.

This matter came on for hearing after due notice in writing to all the railroads and common carriers engaged in the transportation of freight between points in Florida, on October 8, 1909, at 10 o'clock a. m., in the City of Tallahassee, when and where the Atlantic Coast Line Railroad Company appeared by Mr. James Menzies, its General Freight Agent; the Florida East Coast Railway Company by Mr. F. W. Kirtland, its General Freight Agent; the Florida Central Railway Company by Mr. C. J. Acosta, its General Freight and Passenger Agent; the Georgia, Florida and Alabama Railway Company by Mr. B. C. Prince its Traffic Manager; the Florida Railway Company by Mr. T. P. Alston, its Superintendent; the Louisville and Nashville Railroad Company by Mr.

J. W. Lurton, its Division Freight and Passenger Agent; the Florida Fish Company by Mr. W. H. Adams, and the L. Moore Dry Kiln Company by Mr. C. J. Williams; and were fully heard; the Seaboard Air Line Railway and its Receivers, and the Georgia, Southern & Florida Railway Company sent written statements; and after the hearing the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order and adjudge that our Classification No. 3 shall be, and the same is hereby, amended in the following particulars, respectively:

1. On page 21, under the head of "Brick," strike out the words:

Class.

"Common, L. C. L." $\frac{1}{2}$ of 6

And insert in lieu thereof the words:

"Common, L. C. L., in hbbs. or boxes. 40% of 6

Also, on same page, under same head, strike out the words:

"Fire or Vitrified, L. C. L. $\frac{1}{2}$ of 6

And insert in lieu thereof the words:

"Fire or Vitrified, L. C. L., in hbbs. or boxes. 40% of 6

Also, on same page, under same head, strike out the words:

"Fire or Vitrified, L. C. L. P

And insert in lieu thereof the words:

"Fire or Vitrified, C. L. P

Also, on same page, under same head, add at the end of the Classification of Brick the following:

"NOTE—No Brick, other than Bath, taken
L. C. L. except in barrels or boxes."

2. On page 32, under the head of "Fish," strike out the words:

"Fresh, packed, prepaid or guaranteed, L.C.L. 1

	Class.
And insert in lieu thereof the words:	
"Fresh, packed, prepaid or guaranteed, L. C. L.	5
Also, on same page, under the same head, strike out the words:	
"Fresh, in refrigerator car, C. L.	5
And insert in lieu thereof the words:	
"Fresh, in refrigerator car, C. L., 10c per 100 lbs. higher than	B
Also, on same page, under the same head, strike out the words:	
"NOTE—No freight charges to be made for ice in same car necessary for preservation in transit; provided, that not more than 4,000 lbs. per car be carried free."	
And insert in lieu thereof the words:	
"NOTE—No charge will be made for the transportation of ice necessary to preserve carload shipments in transit."	
3. On page 50, under the head of "Meats," strike out the words:	
"Fresh, N. O. S. (including dressed poultry), prepaid or guaranteed, L. C. L.	3
And insert in lieu thereof the words:	
"Fresh, N. O. S. (including dressed poultry), prepaid or guaranteed, L. C. L."	5
4. On page 62, under the head of "Seed," strike out the words:	
"Cotton, L. C. L., except for fertilizer.....	6
And insert in lieu thereof the words:	
"Cotton, L. C. L."	D
Also, on same page, under same head, strike out the words:	
"Cotton, C. L., except for fertilizer.....	D

Class.

And insert in lieu thereof the words:

"Cottou, C. L." M

5. On page 66, under the head of "Syrups,"
insert an additional item as follows:

"Cane, Corn, Glucose, Malt, Maple, Rock
Candy and Sorghum Syrups" R

6. On page 45, under the head of "Kilns,"
strike out the words:

"Kilns, Lumber Drying, L. C. L. 3

And substitute in lieu thereof the words:

"Kilns, Lumber Drying, including iron pipe,
pipe fittings, iron rail, iron supports, iron
bottom plates, iron top caps, rail clamps,
iron rods, nuts, iron trucks without mo-
tors, hangers, belts and washers, L. C. L.... 6

Also, on the same page, under the same head,
strike out the words:

"Same, C. L. 6

And substitute in lieu thereof the words:

"Same, C. L." 2-3 of 6

AND IT IS FURTHER ORDERED, that these changes
in Classification shall take effect February 1st, A. D. 1910.

Ordered by the Railroad Commissioners of the State of
Florida, in session at their office in the City of Talla-
hassee, Florida, this 12th day of January, A. D. 1910.

R. HUDSON BURR,

Chairman, Railroad Commission of the State of Florida.

Attest: J. WILL YON, Secretary .

ORDER NO. 287.

FILE NO. 2992.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE FREIGHT AND PASSENGER RATES FOR THE OCALA NORTHERN RAILROAD COMPANY.

This matter coming on this day to be heard upon the application of the Ocala Northern Railroad Company for an Order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight rates be allowed and prescribed for the use of the Ocala Northern Railroad Company, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

DISTANCES.	CLASS RATE IN CENTS Per 100 Pounds.																Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8	
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10	
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11	
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15	

IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railroad, and that the Sugar Cane rates and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for the said railroad.

The following passenger rates are allowed and prescribed: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 25th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 288.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF A
REGULAR AGENCY AT CITRONELLE, A STA-
TION ON THE LINE OF THE ATLANTIC COAST
LINE RAILROAD COMPANY.

This matter came on for hearing before us at our office in Tallahassee on January 25, 1910, pursuant to written notice, dated January 15, 1910, to the Atlantic Coast Line Railroad Company, which appeared at the said hearing by Mr. Morton Biddle, its General Superintendent, and was duly heard.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, do find that the public necessity and convenience require that the Atlantic Coast Line Railroad Company shall establish and maintain a regular agent at Citronelle, a station on its line of railroad in

this State, and it is ordered that the said railroad company shall establish and maintain such regular agent at Citronelle on and after February 1, 1910.

Ordered at our office in the City of Tallahassee, this 26th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 289.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE INVESTIGATION INTO
ALLOWANCES MADE BY THE SEABOARD AIR
LINE RAILWAY TO C. J. McGEHEE & COMPANY
ON FREIGHT CHARGES, AND INTO THE CHARACTER OF THE TRAM ROAD OPERATED BY
SAID C. J. McGEHEE & COMPANY.

By the Commission:

A tram or logging road now owned and operated by C. J. McGehee & Co., but formerly by W. P. Lee & Co., and therefore known as Lee's Tram, connects with the Seaboard Air Line Railway at its 39-milepost, or Woodstock, on its western division in this State. C. J. McGehee & Co. also own and operate a sawmill at Woodstock, situated some two hundred yards from the main line of the Seaboard, and on the line of the tram. This tram extends some twelve or fourteen miles back into the country in a northeasterly direction and is used principally for bringing logs to the mill. There are or have been several turpentine plants located along its line, for which cars and freight have been hauled under special contract. There is no doubt, under the testimony, that the tram road is not a common carrier.

F. J. Pons operated several turpentine plants at points on the tram from two and a half to ten miles from Woodstock. He had a special contract with C. J. McGehee & Co. to haul cars of naval stores from his several plants

to Woodstock at a flat rate of \$5.00 per car. At Woodstock the cars were delivered to the Seaboard Air Line Railway for transportation to Jacksonville, Fernandina or Savannah. By virtue of an alleged joint tariff, the Seaboard allows the tram road on rosin to Fernandina and Jacksonville 2.2c, and on spirits of turpentine 3.3c per 100 lbs., amounting in the average to about \$8.00 per car. The Seaboard has also made a special rate on ties, when from the tram road, from Sanderson, two miles east of Woodstock, to Jacksonville and Fernandina. This rate is about 25 per cent. less than the regular rate.

The Lee tram being merely a private carrier, all allowances to it are in the nature of payment of drayage charges and are unlawful.

Wight v. U. S., 167 U. S. 512.

Ch. & Alton R. R. v. U. S., 156 Fed. 558.

C. & O. R. R. v. Standard Lumber Co., 174 Fed. 107.

Allowances for Transfer of Sugar, 14 I. C. C. R. 627.

The transaction, in fact, amounts to a rebate, for it is immaterial that the rebate is paid to some other person than the shipper.

U. S. v. D., L. & W. R. R., 152 Fed. 269.

As to the special rate on ties from Sanderson, it requires no argument to show that the place of origin of the material to be transported cannot, when the material is delivered to the railroad company, make any difference in the freight charges for transportation from the point of delivery to the final destination.

The similar circumstances and conditions referred to in the statute relate to the circumstances and conditions of carriage only.

Wight v. U. S., 167 U. S. 512.

IT IS, THEREFORE, ORDERED that the Seaboard Air Line Railway do forthwith refrain and desist from paying to C. J. McGehee & Company any allowance for freight or cars coming from their tram road, under the guise of joint tariff or rate or of any other device whatever, on intra-state shipments.

AND ALSO. that the Seaboard Air Line Railway do

forthwith either abolish the special rate on ties of 3 cents per 100 lbs. from Sanderson, Florida, to Jacksonville or Fernandina, Florida, when coming from said tram, or make the same rate open to all persons who shall offer ties for transportation from and to said points.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 8th day of February, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 290.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION, OPERATION
AND MAINTENANCE OF A JOINT PASSENGER
TERMINAL OR UNION DEPOT BY THE ATLANTIC
COAST LINE RAILROAD COMPANY, THE
SEABOARD AIR LINE RAILWAY AND THE
TAMPA NORTHERN RAILROAD COMPANY, IN
THE CITY OF TAMPA.

The Seaboard Air Line Railway having applied for an extension of ninety days in which to file blue prints which were heretofore ordered to be filed with us on or before March 1, 1910, it is ordered that the application for an extension of ninety days be denied, but that the time for filing said blue prints be, and the same is hereby, extended to April 1, 1910.

Ordered in open session of our Board, at our office in the City of Tallahassee, this 23d day of February, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 291.

FILE NO. 2996.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
SCHEDULES OF RATES FOR THE MARIANNA
AND BLOUNTSTOWN RAILROAD COMPANY.

The Marianna and Blountstown Railroad Company, having made application to us, under date of January 28, 1910, to prescribe freight and passenger schedules of rates for the said railroad, due personal notice, dated February 1, 1910, was given by us to the said railroad company of our intended action and that a hearing thereon would be had at our office in the City of Tallahassee on February 25, 1910, at 10 o'clock a. m.

AND THEREUPON, at the place and time appointed, the said Marianna and Blountstown Railroad Company appeared by Mr. Rufus Pennington, its President, and Paul Carter, Esq., its Solicitor, and was duly heard, and the matter was taken under advisement.

And now, being duly advised in the premises, we find that the Marianna and Blountstown Railroad Company owns a line of railway extending from Marianna, Florida, to Blountstown, Florida, which it began to operate on January 31, 1910, and has since been operating as a common carrier of freight and passengers between points in this State and that the said railroad company and the said line of railway are subject to our jurisdiction.

IT IS, THEREFORE, ORDERED AND ADJUDGED, that the following schedule of freight and passenger rates be and the same is hereby, allowed and prescribed for the Marianna and Blountstown Railroad Company, to be used between all points on its line in this State, and that the said schedule shall be put into operation by the said railroad company, and shall take effect March 10, 1910:

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.																Per Barrell.		Per 100 Pounds.		Per Ton. 2000 Pounds.		Per Car Load.		Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R						
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8						
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9						
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10						
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11						
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12						
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13						
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14						
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15						

Passenger rates: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 26th day of February, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

RULES
AND
REGULATIONS.

RULES AND REGULATIONS

For the Government of the Transportation of Persons and Property on the Rail- roads of Florida, as Re- vised to Date.

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations

for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official Classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available

practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any interstate points than the lowest rates between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between, railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKES.

12. This Rule held invalid by the State Supreme Court.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example, for $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on card-board in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

- (1) To heat them whenever necessary for the comfort of the passengers.
- (2) To light them sufficiently after dark.
- (3) To keep in them a sufficient supply of good drinking water for the passengers.
- (4) To keep them in a clean and sanitary condition.
- (5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less than one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the

carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified, or hereafter to be allowed, for ores, sand, clay, rough stones, common brick, lime, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPPER'S TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
 2,000 pounds and under 3,000, \$3.00 for extra handling.
 3,000 pounds and under 4,000, 5.00 for extra handling.
 4,000 pounds and under 5,000, 7.00 for extra handling.
 5,000 pounds and under 6,000, 8.00 for extra handling.
 6,000 pounds and under 7,000, 10.00 for extra handling.
 Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving

to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N, O or P, the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight such estimated weight will apply when the actual weight of articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article—	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland per barrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Coal, per bushel.....	80 pounds
Coke, per bushel.....	40 pounds
Gravel, per cubic yard.....	3,200 pounds
Laths, green, per 1,000.....	530 pounds
Laths, seasoned, per 1,000.....	450 pounds
Lime, Rockland, per barrel.....	230 pounds
Lime, other than Rockland, per barrel....	210 pounds
Lime, per bushel.....	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet	4,500 pounds
Lumber, ash or black walnut seasoned, per 1,000 feet	4,000 pounds
Lumber, elm, hickory or oak, green, per 1,000 feet	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet	3,000 pounds
Lumber, yellow pine, green, per 1,000 feet	4,500 pounds
Lumber, yellow pine, seasoned, per 1,000 feet	4,000 pounds
Lumber, yellow pine boards, 2-in. and less, kiln-dried and dressed, per 1,000 feet....	3,000 pounds
Lumber, N.O.S., green, per 1,000 feet.....	6,000 pounds
Lumber, N.O.S., seasoned, per 1,000 feet...	4,000 pounds
Sand, per cubic yard.....	3,000 pounds
Shingles, green, per 1,000.....	400 pounds

Shingles, seasoned, per 1,000.....	350 pounds
Staves, beading or hoop-poles, green, car loaded to depth of 43 inches, per car....	30,000 pounds
Staves heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car....	30,000 pounds
Stone, not dressed, per cubic foot	160 pounds
Tan Bark, green, per cord.....	2,600 pounds
Tan Bark, seasoned, per cord.....	2,000 pounds
Telegraph Poles, Fence Posts or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel.....	420 pounds
Wood, green, per cord.....	3,500 pounds
Wood, seasoned, per cord.....	3,000 pounds

ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than \$2.00 per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting, and no railroad company shall decline or refuse to transport, switch or transfer any car as above, or to receive it from any connecting railroad for such purposes.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no

additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

Provided that this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates, authorized by the Commission, shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight, except classes L, N, O and P, not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of local rates on such freights less ten (10) per cent. for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent. for the distance such shipment is hauled, condi-

tioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On Classes L, N, O and P the joint rate shall not exceed the sum of the local rates on such freight.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT OF CLAIMS FOR OVER-CHARGES.

20. All over-charges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an over-charge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which

reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conduct-

ed. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours

of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and of reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

SECTION 4—RULES AND REGULATIONS GOVERNING TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule, or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

**LIVE STOCK, LESS THAN CARLOADS, WILL BE
TAKEN AT THE FOLLOWING ESTIMATED
WEIGHTS.**

One horse, mule or horned animal, except as specified below.....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee.....	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves, under one year old, not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheeps, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over.....	\$ 75.00
Horned cattle not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other — suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

DEMURRAGE
RULES.

Demurrage Rules.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE I.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

RULE II.

NOTICE TO CONSIGNEES.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

RULE III.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification,

not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE IV.

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

RULE V.

GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it

shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

RULE VII.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; provided, the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notifica-

RULE VIII.

CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE IX.

CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE X.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

RULE XI.

PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

RULE XII.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities, not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule whenever justice shall demand this course.

RULE XIV.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece or twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar \$(1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 p. m. Saturday and 3 p. m. Sunday, it will be held without charge until 3 p. m. Monday.

RULE XV.

STORAGE CHARGE ON BAGGAGE FOR SEABOARD AIR LINE RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage

remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE XVI.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit any pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's

delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, that the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, that this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE XVIII.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule,

the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are hunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

**PASSENGER and FREIGHT
RATES**

**OPERATED BY
RAILROADS IN FLORIDA**

SCHEDULES OF PASSENGER FARES

Operated by the Railroads in Florida.

Railroads Charging 3 Cents per Mile:

Georgia, Florida and Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Alabama and Tennessee Railroad.
Pensacola Division of the L. and N. Railroad.
Georgia and Florida Railway.

Railroad Charging 4 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Charlotte Harbor and Northern Railway.
Live Oak, Perry and Gulf Railway.
Marianna and Blountstown Railroad.
Ocala Northern Railway.
Plant City, Arcadia and Gulf Railway.
Standard and Hernando Railway.
Sanford and Everglades Railway.
Suwannee River and White Springs Railway.
Tampa and Gulf Coast Railway.
Tampa Northern Railway.
Woodville Railroad.

Railroads Charging 4 Cents per Mile:

Alabama and Florida, Pensacola and Atlantic, and
Yellow River Division of the L. and N. Railroad.
Florida Central Railroad.
Greenville Southern Railway.
Tampa and Jacksonville Railroad.

Railroads Charging 5 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:

Tavares and Gulf Railway.

The Atlantic Coast Line Railroad Charges 2 3-4 Cents per Mile, except the Following Branches, Which Charge 3 Cents:

Florida Midland.
 Homosassa Branch.
 Newberry to Perry Extension.
 Oviedo Branch.
 Sanford Branch.
 Sanford and Tavares.
 St. Cloud Sugar Belt.
 Sanford and St. Petersburg.
 St. Johns and Lake Eustis.
 Tampa and Thonotosassa.
 Tiger Bay Branch.
 Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operate 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 2 3-4 Cents per Mile, except the Following Branches, Which Charge 3 Cents:

Fernandina to Baldwin.
 Monticello to Drifton.
 Tallahassee to St. Marks.
 Starke to Wannee.
 Waldo to Cedar Keys.
 Silver Springs Junction to Silver Springs.
 Wildwood to Lake Charm.
 Lake Charm to Winter Park.
 Sumterville Junction to Sumterville.
 Archer to Eagle Mine.

SCHEDULE
OF
FREIGHT TARIFFS.

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Florida Central, Florida & Georgia, Florida West Short Branch of the S. A. L. Ry., Tampa & Jacksonville, Standard & Hernando, Tampa Northern, Woodville Railroad, Greenville Southern, Sanford & Everglades, Marianna & Blountstown, Ocala Northern, Madison Southern, Suwannee River & White Springs, Tampa & Gulf Coast Railroads:

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.																Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8	
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10	
40 miles and over 30 miles.....	42	38	34	28	25	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11	
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.50	20.00	17.00	11.00	13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15	
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16	
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17	
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18	

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	6	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	19.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	20.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34

SCHEDULE OF FREIGHT TARIFFS OPERATED BY APALACHICOLA NORTHERN, ETC—Continued.

DISTANCES.	CLASS RATE IN CENTS Per 100 Pounds.																Per Barrel. Per 100 Pounds.		Per Ton 2,000 Pounds.		Per Car Load.		Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R				
380 miles and over 370 miles.....	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	27.00	35				
390 miles and over 380 miles.....	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	27.00	35				
400 miles and over 390 miles.....	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2.37	2.50	48.00	36.00	28.00	36				

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAIL-
ROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY.**

STATIONS.	PER HUNDRED POUNDS.														Per Barrel.		Per 100 Pounds.		Per Ton.		Per Car Load.		Per 100 Pounds.		Per Crate.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	V					
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	5.00	8	..	..		
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	7.00	9	..	..		
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	8.00	10	..	..		
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	9.00	11	..	..		
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	10.00	12	..	..		
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00	11.00	13	..	..		
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00	11.00	14	..	..		
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	12.00	15				

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**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY AND SEABOARD AIR LINE RAILWAY—LOCAL MILEAGE TARIFF.**

BETWEEN ALL STATIONS IN FLORIDA.		PER HUNDRED POUNDS.																Per Barrel.		Per 100 pounds.		Per Ton.	Per Car Load.						Per 100 Pounds.
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R								
10 miles and under.....		24	21	20	15	14	13	10	9	8	6	14	16	12	7	\$.75	\$1.00	\$ 8.00	\$10.00	\$ 5.00	8								
20 miles and over 10 miles.....		28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9								
30 miles and over 20 miles.....		32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10								
40 miles and over 30 miles.....		36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11								
50 miles and over 40 miles.....		40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12								
60 miles and over 50 miles.....		44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13								
70 miles and over 60 miles.....		48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14								
80 miles and over 70 miles.....		52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15								
90 miles and over 80 miles.....		56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16								
100 miles and over 90 miles.....		60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17								
110 miles and over 100 miles.....		62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18								
120 miles and over 110 miles.....		64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19								
130 miles and over 120 miles.....		66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	16.00	20								

140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28
260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	24.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS.													Per Barrel.		Per Ton 2,000 Pounds.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L		M	N	O	P		R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	\$.75	\$1.10	\$ 8.00	\$10.00	\$ 5.00	8	
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10	
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11	
50 miles and over 40 miles.....	46	41	38	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	12.00	14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	13.00	15	
90 miles and over 80 miles.....	62	53	49	36	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	14.00	16	
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.50	17	
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	15.00	18	
120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	16.00	19	
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	17.00	20	
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	17.50	21	
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	18.00	22	
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	19.00	23	
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	19.50	24	
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	55	40	16½	2.15	2.21	36.00	29.00	20.00	24½	

190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	20.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.50	20.50	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	21.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	22.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	22.50	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	24	63	46	18	2.21	2.27	39.00	32.00	22.50	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	23.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	24.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	25.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	26.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	27.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	27.50	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	28.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	29.50	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	31.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32.50	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	34.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	56	22	2.33	2.39	46.00	35.00	35.50	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	56	22	2.34	2.40	46.00	35.00	37.00	34
380 miles and over 370 miles.....	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	39.00	35
390 miles and over 380 miles.....	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	41.00	35
400 miles and over 390 miles.....	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2.37	2.50	48.00	36.00	41.00	36
410 miles and over 400 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
420 miles and over 410 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
430 miles and over 420 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
440 miles and over 430 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	3.97	51.00	40.00	42.00	38
450 miles and over 440 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
460 miles and over 450 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
470 miles and over 460 miles.....	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
480 miles and over 470 miles.....	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
490 miles and over 480 miles.....	117	103	86	78	71	65	54	47	48	36	66	82	59	26	4.12	4.00	51.00	42.00	43.00	39
500 miles and over 490 miles.....	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4.13	4.05	52.00	44.00	44.00	40

TO BE USED ONLY BETWEEN STATIONS ON ATLANTIC AND WESTERN BEACH BRANCH.

DISTANCES.	PER ONE HUNDRED POUNDS.														Per Barrel.	Per 100 oPunds.	Per Ton. 2,000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		
10 miles and under.....	30	27	24	21	18	15	12	12	10	9	18	22	18	7	\$.85	\$1.00	\$ 8.00	\$10.00	\$ 5.00	15		
20 miles and over 10 miles.....	36	35	30	28	24	18	15	14	10	10	20	27	20	8	1.00	1.20	11.00	11.00	7.00	18		
30 miles and over 20 miles.....	40	36	32	30	26	20	17	16	11	12	21	30	21	9	1.00	1.20	14.00	12.00	8.00	20		

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**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Car Load.				Per 100 Lbs.	Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F				H	K	L	M			N	O	P	R	G	V
10 miles and under.	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8
20 miles and over 10.	30	27	24	21	18	15	15	15	7	6	15	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20.	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30.	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40.	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50.	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	10
70 miles and over 60.	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	11
80 miles and over 70.	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	12.00	16	15	11
90 miles and over 80.	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	12
100 miles and over 90.	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12
110 miles and over 100.	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.		PER HUNDRED POUNDS.																Per Barrel.		Per Ton 2,000 Pounds.		Per Car Load.					Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.	
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R							
10 miles and under.....		24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$.75	\$1.20	\$ 9.75	\$12.00	\$ 5.00	8	10	8					
20 miles and over 10 miles		30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11	8					
30 miles and over 20 miles		36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12	8					
40 miles and over 30 miles		41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12	9					
50 miles and over 40 miles		42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13	9					
60 miles and over 50 miles		46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13	9					
70 miles and over 60 miles		50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14	10					
80 miles and over 70 miles		51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14	10					
90 miles and over 80 miles		55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15	10					
100 miles and over 90 miles		59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	10					
110 miles and over 100 miles		59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	11					
120 miles and over 110 miles		61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15	11					

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA. BY THE PENSACOLA, ALA-
BAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES	Per 100 pounds.															Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.	Per 100 lbs.	Brick, C. L.	Lumber, C. L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P					
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5	5					
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6	6					
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8					

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND
NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.**

BETWEEN LOCAL STATIONS.	PER HUNDRED POUNDS.																Per Barrel.	Per 100 Lbs.											Per 2,000 Lbs.	Per Car.		Oranges per box 80 lbs. Vegetables per crate 50 lbs.
																													Per 2,000 Lbs.	Live Stock. Except Hogs	Sheep double deck Hogs single.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Coal												
10 miles and under.....	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	\$.60	\$10.00	\$12.00	10	8								
15 miles and over 10 miles.....	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8								
20 miles and over 15 miles.....	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8								
25 miles and over 20 miles.....	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8								
30 miles and over 25 miles.....	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8								
35 miles and over 30 miles.....	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9								
40 miles and over 35 miles.....	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6	1.20	19.00	23.00	12	9								
45 miles and over 40 miles.....	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9								
50 miles and over 45 miles.....	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9								
55 miles and over 50 miles.....	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9								
60 miles and over 55 miles.....	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9								
65 miles and over 60 miles.....	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10								

70 miles and over 65 miles.....	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over 70 miles.....	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over 75 miles.....	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over 80 miles.....	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over 85 miles.....	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over 90 miles.....	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over 95 miles.....	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over 100 miles.....	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over 110 miles.....	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over 120 miles.....	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over 130 miles.....	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over 140 miles.....	74	66	55	50	45	41	41	41	25	20	41	41	50	41	5	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over 150 miles.....	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.																CARLOADS.				
																	Per 100 Lbs.	Per 2,000 Lbs.	Per Car.		
																			Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs. Veg'tables, Cr't 50 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal			
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$.60	\$ 5.00	\$ 6.00	10 8
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11 8
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12 8
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12 9
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13 9
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13 9
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14 10
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14 10
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15 10
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15 10

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton.	PER CAR LOAD.				Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	H	F	K	L		M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$.80	\$ 8.00	\$ 6.00	\$ 5.00	5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10

SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of	
	2,000 lbs.	
10 miles and under.....	\$	.50
20 miles and over 10 miles.....		.50
30 miles and over 20 miles.....		.55
40 miles and over 30 miles.....		.65
50 miles and over 40 miles.....		.70
60 miles and over 50 miles.....		.75
70 miles and over 60 miles.....		.80
80 miles and over 70 miles.....		.85
90 miles and over 80 miles.....		.90
100 miles and over 90 miles.....		.95
Minimum, 15 tons to a car.		

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35

**Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.**

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

SOLELY WITHIN THE STATE OF FLORIDA.

The following rates on Fruit and Vegetables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles.	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grapefruit, Pineapples in standard crates of 80 pounds. Barrel or barrel crates, double the crate-rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplant, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles, in standard crates of 50 pounds, barrel or barrel crates, double the crate rate.

**Schedule of Freight Tariffs Revised, Allowed and Adopted by
the Railroad Commission of the State of Florida.**

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

SOLELY WITHIN THE STATE OF FLORIDA.

The following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads in the State of Florida, except the Florida East Coast Railway:

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance hauled over each road.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grapefruit, Pineapples, in standard crates of 80 pounds. Barrels or barrel crates, double the crate rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

**LOCAL EXPRESS RATES ON COMMODITIES AS REVISED,
ADOPTED AND ALLOWED.**

Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

SOLELY WITHIN THE STATE OF FLORIDA.

The following rates on strawberries will apply on all shipments between local points on any one of the railroads in the State of Florida, except

THE FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCES.	CLASS.	
	Per Crate.	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points as a basis for through rates.

Do not apply on Florida East Coast Railway.

LOCAL MILEAGE RATES ON FRUIT AND VEGE-
TABLES ON FLORIDA EAST COAST RAILWAY.

DISTANCE.	CLASS.	
	Per Crate.	
	G.	V.
10 miles and under.....	10	8
20 miles and over 10.....	11	8
30 miles and over 20.....	12	9
40 miles and over 30.....	13	9
50 miles and over 40.....	14	10
60 miles and over 50.....	15	11
70 miles and over 60.....	16	11
80 miles and over 70.....	17	11
90 miles and over 80.....	18	12
100 miles and over 90.....	19	12
110 miles and over 100.....	20	13
120 miles and over 110.....	20	13
130 miles and over 120.....	21	14
140 miles and over 130.....	22	15
150 miles and over 140.....	23	16
160 miles and over 150.....	24	17
170 miles and over 160.....	25	18
180 miles and over 170.....	25	19
190 miles and over 180.....	26	20
200 miles and over 190.....	27	21
210 miles and over 200.....	28	22
220 miles and over 210.....	29	23
230 miles and over 220.....	29	24
240 miles and over 230.....	30	25
250 miles and over 240.....	31	26
260 miles and over 250.....	32	27
270 miles and over 260.....	33	28

LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES ON FLORIDA EAST COAST RAILWAY.

—Continued.

DISTANCE.	CLASS.	
	Per Crate.	
	G.	V.
280 miles and over 270.....	34	29
290 miles and over 280.....	35	30
300 miles and over 290.....	36	31
310 miles and over 300.....	37	32
320 miles and over 310.....	38	33
330 miles and over 320.....	38	34
340 miles and over 330.....	39	35
350 miles and over 340.....	40	36
360 miles and over 350.....	40	37
370 miles and over 360.....	40	37
380 miles and over 370.....	40	37
390 miles and over 380.....	40	37
400 miles and over 390.....	41	38
410 miles and over 400.....	41	38
420 miles and over 410.....	42	39
430 miles and over 420.....	42	39
440 miles and over 430.....	43	40
450 miles and over 440.....	43	40
460 miles and over 450.....	44	41
470 miles and over 460.....	44	41
480 miles and over 470.....	44	42
490 miles and over 480.....	45	42
500 miles and over 490.....	45	42

CLASSIFICATION.

CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

CLASS V—FRUIT:

Peaches, Pears and Guavas.

VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

DISTANCE TABLES.

DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Denver	77.5	Kissimmee	166.0
Edgewood	3.6	Hammond	81.2	Campbell	170.0
Youkon	9.4	Seville	83.4	Loughman	177.1
Orange Park	14.0	Pierson	89.1	Davenport	182.2
Doctor's Inlet	20.4	Eldridge	91.5	Haines City	187.0
Russell	23.9	Barberville	93.8	Bartow Junction	193.7
Magnolia Springs	28.3	De Leon Springs	99.0	Auburndale	198.0
Green Cove Springs	29.8	Glenwood	102.2	Carler's	203.2
Walkill	33.3	DeLand Junction	107.2	Lakeland	208.6
West Tocol	40.2	Orange City Junction	112.3	Winston	212.7
Bostwick	45.7	Enterprise Junction	118.1	Youman's	215.7
Teasdale	48.6	Monroe	121.0	Plant City	219.1
Pecan	51.6	Sanford Junction	124.3	Dover	225.3
Palatka	54.9	Sanford	125.0	Seffner	228.7
Lundy	57.3	Lake Mary	130.8	Orient	235.0
Buffalo Bluff	62.1	Longwood	135.4	Thonotosassa Jet.	237.9
Satsuma	63.9	Altamonte Springs	138.3	Ybor City	239.1
Slisco	67.0	Maitland	140.9	Tampa	240.6
Pomona	69.4	Winter Park	143.4	Tampa Bay Hotel	241.4
Como	71.0	Orlando	148.2	Dewey	244.9
Huntington	71.2	Smithville	155.6	Port Tampa City	247.9
Crescent City Jet.	77.0	Connelly	160.2	Port Tampa	249.6

Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

Jacksonville to St. Petersburg.

Jacksonville	0.0	Rochelle	93.5	St. Catherine	183.3
Moncrief	3.5	McCanopy Jct.	99.1	Croom	189.2
Cambon	9.3	Evinston	101.7	Rital	194.1
Cash Point	14.1	McIntosh	104.6	Trilby	198.3
Baldwin	19.2	Orange Lake	106.1	Blanton	203.2
McPherson	26.8	Proctor	107.0	San Antonio	209.3
Bessent	30.8	Reddick	110.5	Pasco	213.0
Sapp	37.8	Lowell	113.4	Ehren	221.5
Ellerbe	41.7	Martin	116.5	Odessa	231.8
Ralford	44.8	Kendrick	119.6	Keystone Park	235.5
Rylander	47.1	Ocala Junction	124.2	Tarpon Springs	242.4
Lake Putler	51.9	Ocala	125.1	Sutherland	247.9
Hiers	58.8	Cornell	131.3	Ozona	248.6
Santa Fe	63.9	Candler	138.6	Dunedin	252.7
Hainesworth	68.2	Wellsdale	146.6	Clear Water	255.9
Burnett's Lake	70.8	Lady Lake	151.3	Bellair	256.9
Hague	74.1	Leesburg	159.0	Largo	259.5
Paradise	80.4	Okahumpka	164.5	Cross Bayou	264.3
Gainesville	84.5	Center Hill	173.6	Lellman	268.4
Kelley's Mill	91.8	Webster	178.2	St. Petersburg	273.6

ATLANTIC COAST LINE RAILWAY—Continued.
Jacksonville to Perry.

Jacksonville	0.	Lake Butler	51.9	Willcox	104.5
Moncrief	3.5	Hlers	53.8	Old Town	108.5
Camden	9.3	Santa Fe	63.9	Eugene	113.6
Cash Point	14.1	Hainesworth	68.2	Cross City	116.8
Baldwin	19.2	Burnett's Lake	70.8	Hines	126.9
McPherson	26.8	West Alachua	72.5	Clara	134.0
Bessent	30.8	Cadillac	77.0	Salem	141.7
Sapp	37.8	Komoka	82.1	Athens	150.3
Ellerbe	41.7	Newberry	84.6	Pinland	154.6
Raiford	44.8	Tyler	93.9	Perry	161.2
Rylander	47.1	Trenton	98.1		

Lakeland to Waycross.

Lakeland	0.0	Dunnellon	80.8	Lake City Junction	152.4
Kathleen	7.6	Juliette	85.3	Hildredth	156.1
Stokes	11.5	Romeo	92.5	Branford	163.2
Millard	15.6	Morristown	97.6	O'Brien	168.7
Richland	20.8	Monthrook	101.3	McAlpin	175.6
Dade City	27.5	Williston	105.5	Pine Mount	177.3
Trilby	34.0	Gun	108.0	Padlock	182.1
Rital	38.2	Raleigh	109.4	Live Oak	186.8
Croom	43.1	Eve	112.6	North Live Oak	187.8
Istachatta	49.1	Archer	117.2	Suwannee	193.8
Floral City	56.0	Half Moon	122.6	Marion	197.5
Inverness	62.8	Newberry	127.0	Jasper	202.9
Hernando	68.3	Lexington	129.4	Baker's Mill	206.9
Holder	73.6	Clark	135.2	Haylow, Ga.	224.2
Eliston	75.9	High Springs	140.2	Dupont Jet., Ga.	235.1
Gulf Junction	79.3	Fort White	149.5	Waycross, Ga.	270.0

High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.
Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gorda	86.0
Bartow	13.0	Moffitt	45.6	Acline	90.2
Homeland	19.2	Buchanan	48.4	Gilchrist	99.1
Fort Meade	23.9	Gardner	52.5	Samville	106.8
Whidden Creek	26.4	Brownville	56.0	Tice	109.8
Jane Jay	28.4	Arcadia	62.0	Fort Myers	114.0
Bowling Green	31.7	Nocatee	66.0		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Cliftonville	35.0
Martel	8.9	Juliette	22.0	Crystal	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

Sanford to Trilby.

Sanford	0.0	Palm Springs	13.2	Oakland	32.1
Sanford Junction	0.8	Forest City	15.9	Minneola	41.1
New Upsala	2.8	Lakeville	20.4	Clermont	42.7
Twin Lakes	3.8	Clarcona	22.3	Mascotte	42.0
Paola Junction	5.3	Fullers	26.0	Linden	61.2
Pine Crest	6.1	Crown Point	27.2	Tarrytown	62.4
Island Lake	7.6	Winter Garden	29.4	Riverland	67.7
Glen Ethel	10.0	Titusville	30.9	Trilby	73.7

Sanford to Astor.

Sanford	0.0	Tufts	8.8	Tavares	29.3
Sanford Junction	0.8	Ethel	10.8	Eustis	33.8
New Upsala	2.8	Cassia	12.8	Fort Mason	35.7
Twin Lakes	3.8	Wayland	15.4	Umatilla	39.8
Paola Junction	5.3	Lovejoy's Mill	16.8	Altcona	42.9
Paola	5.8	Sorrento	18.4	Pittman	45.0
Markham	7.8	Mount Dora	23.9	Astor	60.5

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Oviedo	17.0
Sanford Junction	0.8	Clydes	7.4	Lake Charm	18.4
Fort Reed	3.2	Clifton	12.0		

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0		
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DeLand Junction and DeLand.

De Land Junction	0.0	Stetson	2.1	De Land	4.0
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ATLANTIC COAST LINE RAILWAY—Continued.

Kissimmee to East Apopka.

Kissimmee	0.0	Windemere	19.6	Apopka	33.0
Shingle Creek	4.5	Gotha	21.1	East Apopka	34.0
McLane's	8.7	Coosa	24.5		
Waco	17.3	Clarcona	29.3		

Kissimmee to Narcoossee.

Kissimmee	0.0	Peghorn Junction	6.1		
Carolina	4.5	St. Cloud	9.0	Runnymede	12.8
		Peento	10.0	Narcoossee	14.4

Bartow Junction to Bartow.

Bartow Junction	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Vills	3.5	Wheeler Park	13.2		
Winter Haven	5.0	Ordonsville	12.0		

Winston to Tiger Bay.

Winston	0.0	Mulberry	10.8	Phosphoria	19.9
Medulla.	6.0	Pierce	13.8	Agricola	21.4
Christins	7.5	Pebbledale	15.4	Tiger Bay	25.3
Bone Valley Junction	8.8	Green Bay	17.2	Ft. Mesda	28.8

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Idlewild Park	5.5	Harney	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Palatka to Rochelle.

Palatka	0.0	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park	34.7
Akomi	10.1	Johnson	22.7	Rochelle	38.9
Hollister	11.5	McMeekin	25.3		

Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy	3.4	Tacoma	8.4
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Lake City to Lake City Junction.

Lake City	0.0	Drews	10.7	Lake City Junction	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.0	Thomasville, Ga.....	24.0
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River Junction to Clinax.

River Junction	0.0	Fowltown, Ga.....	21.6		
Faceville, Ga.....	14.9	Clinax	30.3		

SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Lake City	59.3	Braswell	140.5
Marietta	7.4	Ogden	64.8	Lloyd	147.0
White House	10.9	Welborn	70.5	Capitola	
Millerton	14.0	Houston	76.0	Chaires	153.4
Baldwin	18.7	Live Oak	81.3	Tallahassee	165.0
Mattox	22.7	Falmouth	90.9	Ocklocknee	173.4
Maccleenny	27.5	Ellaville	94.7	Midway	177.0
Glen St. Mary	29.8	Lee's	102.2	Quincy	188.9
Drake	32.5	West Farm	104.4	Gretna	194.2
Sanderson	36.8	Madison	109.7	Mt. Pleasant	197.6
Woodstock	39.0	Champaign	114.8	Jamison	200.5
Olustee	46.7	Greenville	123.3	River Junction	207.7
Mt. Carrie	51.1	Aucilla	130.7		
Watertown	56.7	Drifton	138.1		

Jacksonville to Tampa.

Jacksonville	0.0	Sparr	88.5	Terrell	150.1
Marietta	7.4	Anthony	91.8	Lacoochee	156.3
White House	10.9	Oak	95.1	Owensboro	158.0
Millerton	14.0	Silver Springs Junction	97.7	Dade City	164.2
Baldwin	18.7	Silver Springs	99.6	Pasadena	166.7
Fiftone	22.4	Ocala	101.5	Phelps	170.6
Maxville	26.2	Santos	109.1	Greer	170.4
Highland	32.6	Belleview	113.1	Abbot	173.6
Lawtey	37.7	Summerfield	117.1	Knights	184.9
Starke	44.4	South Lake Weir Junction	117.3	Plant City	188.9
Hampton	50.7	Dallas	119.8	Turkey Creek	193.7

Waldo	56.3	Oxford	122.8	Sidney	195.4
Orange Heights	61.4	Wildwood	127.4	Valrico	198.4
Campville	65.4	Coleman	131.9	Brandon	200.7
Hawthorne	70.5	Panasoffkee	135.4	Limona	201.7
Lockloosa	76.9	Sumterville Junction	136.0	Yoor City	210.1
Island Grove	80.5	Sumterville	138.2	Tampa	211.5
Citra	83.0	Bushnell	142.0		
Meadows	85.5	St. Catherine	145.9		

Jacksonville to Savannah.

Jacksonville	0.0	Tlsonla	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.2
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	glehome	38.8
O'Neill	6.0	Callahan	27.2	Brandy Branch	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.0	Dahoma	34.8		
Willson	14.0	Verdle	37.0		

Waldo to Cedar Key.

Waldo	0.0	Kanapaha	21.0	Otter Creek	49.6
Millican	3.4	Palmer	24.2	Ellzey	51.2
Fairbanks	7.1	Archer	28.5	Willy	59.3
Gainesville	14.0	Alblon	33.5	Rosewood	60.7
Daysville	17.6	Meredith	34.7	Sumner	63.2
Hammock Ridge	18.7	Bronson	37.8	Luckens	68.1
Arredondo	19.9	Lennon	43.8	Cedar Keys	70.9

SEABOARD AIR LINE RAILWAY—Continued.
Starke to Wannee.

Starke	0.0	LaCrosse	19.4	Arno	32.6
Sampson Junction	0.4	Getzens	20.2	Buda	35.1
Walnwrights	7.3	Hainesworth	23.4	Central Junction	37.3
Clayno	10.1	Burnett's Lake	26.0	Neals	41.2
Atlantle	12.6	A. C. L. Junction.....	25.3	Winniford	46.3
Brooker	14.6	Alachua	26.5	Bell	51.2
Thomasville	16.4	Hodges	29.3	Wannee	56.0

Buda to Norwillis.

Buda	0.0	Thames	7.3	Fleetnor	8.7
Mutual	2.5	Vanes Pen	6.1	Norwillis	9.8
Thames Junction	5.7	Mersey	7.1		

Archer to Early Bird.

Archer	0.0	Gunnells	9.0	Morrison	19.4
Eve	4.4	Williston	11.5	Standard	24.3
Raleigh	7.6	Montbrook	15.7	Early Bird	27.1

Wildwood to Orlando.

Wildwood	0.0	Eldorado	15.3	Plymouth	37.2
Orange Home	3.1	Tavares	22.3	Apopka	40.5
Sprinka	6.6	Ellsworth Junction.....	25.4	Piedmont	43.1
Whitney	7.5	Victoria	29.4	Toronto	44.5
Montclair	9.0	Wallings	30.6	Lockhart	46.6
Leesburg	11.4	Gainesboro	31.6	Fairvilla	49.9
Sunnyside	13.9	Zellwood	33.2	Modello Park	50.7
Sadie	14.6	McDonald	35.5	Orlando	53.5

Orlando to Lake Charm.

Orlando	0.0	Winter Park	5.5	Ovelto	15.9
Rowena	2.8	Golden Rod	10.3	Lake Charm	17.0
College Station	5.1	Gabriella	12.6		

Turkey Creek to Sarasota.

Turkey Creek	0.0	Eric	35.6	Manatee	44.1
Durant	5.0	Terra Ceta Junction	39.0	Bradentown Junction	44.4
Boyette	11.1	Terra Ceta	44.4	Bradentown	45.4
Balm	16.4	Ellenton Junction	41.1	Oneco	48.7
Wimauma	20.2	Ellenton	41.9	Sarasota	55.7
Wilow	25.9	Palmetto Junction	42.2	Fruitville	59.5
Parish	32.0	Palmetto	43.4		

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Plant City to Nichols.

Plant City	0.0	Hopewell	6.4	Welcome	13.0
Coronet Junction	2.2	Alafia	8.5	Edison	13.2
Coronet	3.5	Keysville	10.4	Nichols	15.6
Trapnell	4.2	Keysville Junction	10.9		

Tallahassee to St. Marks.

Tallahassee	0.0	Ferrell	10.1	St. Marks	21.1
Lutterloh Spur	7.9	Vareen	12.7		
Woodville	9.5	Wakulla	15.6		

SEABOARD AIR LINE RAILWAY—Continued.

Tallahassee to Covington.

Tallahassee	0.0	Walton	12.9	Covington	32.3
St. Marks Junction	2.9	Wacissa	21.3		
Corey	10.3	Leonton	23.6		

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		
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GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	21.8	Suwannee Valley	82.8
A. C. L. Junction	1.0	Hampton	36.4	White Springs	86.3
Woodburn	8.0	Sampson City	42.1	Winn	89.7
Carraway	10.6	New River	46.8	Genoa	93.2
Baywood	13.8	Lake Butler	53.1	Jasper	103.8
Florahome	16.9	Guilford	58.1	voca	109.9
Grandin	18.9	Lulu	63.7	Jennings	115.3
Putnam Hall	21.6	Jefferson	67.0	Melrose, Ga.	118.8
Lake Geneva	26.1	Lake City	74.4	Valdosta, Ga.	134.4
Brooklyn	28.2	Winfield	80.0		

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	27.5	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.6	Moniac	38.6	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.1		
Crawford	17.7	Eddy	45.6		

TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Cannon's	24.5	Slmonton	39.9
Graham	4.5	Rocky Point	25.7	Hickman	41.5
Cyril	7.0	Wacahoota	29.3	Southside	42.4
Bellamy	11.5	Clyatts	32.6	Dungarvin	43.4
Ellithorpe	16.0	Kirkwood	33.3	Irvine	45.0
A. C. L. Crossing	19.0	Tacoma	34.4	Fort Drane	46.3
Gainesville	20.0	Micanopy	36.7	Fairfield	48.0
S. A. L. Crossing	20.3	Tuscawilla	39.2		

FLORIDA RAILWAY.

Live Oak	0.0	Suwannee River	16.6	Askold	36.7
Nebo	6.0	Norwood	19.4	Charlton	39.2
Lanier Siding	10.0	Mayo	22.6	Keene	43.1
Kirkland	12.4	Alton	25.1	Fenholloway	46.1
Willmarth	16.0	San Pedro	26.1	Denmark	49.7
Luraville	20.5	Salt Road	28.0	Perry	52.0

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Dowling Park	17.0	Smith	34.0
S. A. L. Crossing	1.0	Chancey	18.0	Fenholloway	38.0
Starr	6.5	Mayo Junction	20.7	Florida Ry. Crossing	39.0
Mercer	8.5	Day	22.0	Blue Creek Junction	40.0
Platt	10.0	Silo	25.0	Perry	44.0
Lancaster	14.0	Townsend	28.0	Hampton Springs	49.0

LIVE OAK, PERRY & GULF RAILROAD—Continued
Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE.

Pensacola Division.

Pensacola	0.0	Cottage Hill	16.3	Jacobi	29.0
Goulding	2.4	Quintette	18.7	McDavid	33.2
Brent	3.8	Molino	22.7	Thriffs	35.2
Olive	6.6	Norlagga	23.7	Bluff Springs	38.2
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.4	Barth	25.7	Century	41.6
Cantonment	14.8	Pine Barren	27.0	Flomaton	43.5

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P. & A. Division.

Pensacola	0.0	Deer Land	59.5	Piney Grove	113.6
Red Bluff	3.7	Claroy	61.5	Chlpley	116.9
Bohemia	6.5	Ginsburg	63.5	Macon	118.9
Gulf Point	7.2	Mossy Head	66.5	Aycork	122.7
Ynlestra	8.2	Gradan	70.5	Cottondale	126.5
Escambla	9.2	Bear Head	72.5	Simla	128.5
Mulat	12.8	Plutado	74.5	Marinna	135.6
Harp	14.1	Tervin	78.5	Lulston	137.6
Galt City	17.3	DeFunlak Springs	79.4	Lorena	140.6

Bagdad Junction	18.4	Argyle	84.1	Criglar	142.6
Milton	19.9	Ponce de Leon	90.9	Cypress	146.2
Harold	30.0	Valle	93.9	Grand Ridge	149.6
Kenneth	36.0	Gelder	96.9	Inwood	152.6
Holts	38.8	Westville	97.4	Sneads	155.6
Galliver	40.8	Caryville	99.9	Chattahoochee River Ldg.....	159.6
Milligan	46.3	Lone Pine	103.9	River Junction	161.1
Crestview	50.6	Bonlfay	108.5		
Hinco	51.6	Hagerman	112.6		

Crestview to Florala.

Crestview	0.0	Pineway	13.5	Cowans	19.3
Auburn	4.6	Falco Junction	14.6	Svea	20.8
Caledonia	8.5	Williamson	15.0	Hoogstract	21.5
Campton	10.0	Laurel Hill	16.5	Florala, Ala.....	26.4

Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala	100.1
Eleanor	3.0	High Note	11.6	Montgomery, Ala	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction	0.0	Guest	17.1	Sumatra	55.7
Dolan	7.9	Horsford	25.6	Beverly	67.3
Greensboro	12.6	Evans	29.3	Apalachicola	80.0
Juniper	14.4	Trump	33.9		

ATLANTA & ST. ANDREWS BAY RAILWAY.

Panama City	0.0	Spaun's Siding	31.0	Welchton	57.0
Mill Bayou	8.0	Compass Lake	37.0	Jacobs	59.0
Bear Creek	19.0	Round Lake	42.0	Campbellton's	63.0
Youngstown	22.0	Alfords	45.0	State Line	67.0
German American	25.0	Steele City	47.0	Dothan, Ala.	83.0
Fountain	30.0	Cottondale	52.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Arran	29.0	Lake Jackson	59.0
Lanark	5.0	Baker Mill	31.0	Gibson	62.0
MacIntyre	13.0	Hillardville	36.0	Havana	67.0
Curtis Mills	16.0	Spring Hill	40.0	Hinson	68.0
Sopchoppy	19.0	S. A. L. Junction	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	53.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0

Quincy Branch.

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

FLORIDA CENTRAL RAILROAD.

Fanlew	0.0	Miccosukee	24.0	Elmer	30.0
Cody	7.0	Yarbrough	26.0	Thomasville	47.0
Maya	13.0	Copeland	28.0		
Wadeboro	17.0	Stringer	29.0		

SOUTH GEORGIA RAILWAY.

Perry	0.0	Sirmans	17.0	Lovett	38.0
Boyd	6.0	Greenville	26.0	Quitman	49.0
Lake Bld	10.0	Dennett	31.0	Adel	77.0
Shady Grove	12.0	Maysland	35.0		

GREENVILLE SOUTHERN RAILWAY.

Greenville	0.0	Fowler	2.0	Myrick	5.0
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TAMPA NORTHERN RAILROAD.

Tampa to Brooksville.

Tampa	0.0	Nowatney	10.4	Loyce	33.3
Ybor City	1.1	Stemper	14.6	Enville Junction	39.2
A. C. L. Crossing	2.1	Denham	18.6	Enville	39.7
Garytown	2.3	A. C. L. Crossing	22.0	Rural	43.7
Hardee	5.4	Drexel	22.1	Wiscon Junction	46.7
Flora	8.3	Flvay Junction	28.5	Brooksville	49.7

BROOKSVILLE & HUDSON RAILROAD.

Enville Junction	0.0	Needmore.	12.0	Riggins.	16.0
Enville	1.0	Flvay Junction	16.0	Hudson	18.0
Sagano	8.0	Flvay	19.0	Port Richey	22.0

Wiscon Junction to Took Lake.

Wiscon Junction	0.0	Norman	6.0	Took Lake	10.0
Wiscon	3.0	Freeman	8.0		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

Arcadia	0.0	Boguess Landing	13.0	Boca Grande	50.0
Nocatee	4.0	Platt	15.0	Golden Gate	51.0
Hull	9.0	Charlotte	25.0	South Dock	52.0
Fort Ogden	12.0	McCall	34.0		
Liverpool	8.0	Placida	42.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	11.0	Valdosta	28.6
Hanson	7.8	Olympia	15.1		

PENSACOLA & PERDIDO RAILROAD.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29
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PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction	0.0	Klondyke	6.3	Muscogee.	15.3
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TAVARES & GULF.

Tavares	0.0	Franklyns	18.0	Oakland	26.5
Ellsworth Junction	3.5	Montverde	18.5	Hidenville	27.5
Astatula	7.5	Waits Junction	21.0	Brayton	28.5
Double Run	10.0	Minneola	24.5	Winter Garden	29.0
Bear Spring	13.0	Clermont	27.0		
West Apopka	15.0	Killarney	24.5		

OCALA NORTHERN RAILWAY.

Silver Springs	0.0	Daisey	7.4	Fort McCoy	18.9
Burbank	7.1				

MARIANNA AND BLOUNTSTOWN RAILROAD.

Marianna	0.0	Rock Creek	9.0	Altha	15.8
Oak Dale	4.9	Sink Creek	11.3	Blountstown	26.7
Simsville	7.5	Cox	13.5		

SANFORD AND EVERGLADES.

Sanford	0.0	Beardale	2.8	Stevens	4.8
Brissons	1.8	Beck Hammock	3.8	Cameron	5.8
Sipes	2.3				

FLORIDA EAST COAST RAILWAY.

Jacksonville to Knight's Key Dock.

Jacksonville	0.0	Harwood	37.6	Melbourne	194.2
South Jacksonville	1.3	Tomoka	101.4	Tillman	197.4
Bowden	5.0	Ormond Hotels	105.5	Malabar	199.9
Nesbit	9.3	Ormond	104.2	Valkaria	203.0
Greenland	12.8	Holly Hill	107.0	Grant	205.5
Bayard	15.3	Daytona	109.8	Mico	208.6
Durbin	20.6	Blake	112.5	Roseland	212.4
Woodland	24.2	Port Orange	114.7	Sebastian	214.5
Samson	27.3	Spruce Creek	119.3	Wabasso	219.3
Magnolia Grove	31.4	Turnbull Bay	121.3	Quay	221.9
Baker Siding	34.8	New Smyrna	124.6	Gifford	225.5
St. Augustine	36.7	Hawks Park	127.1	Vero	227.8
Dean Siding	37.1	Hucomer	131.0	Oslo	231.1
Hurds	44.2	Oak Hill	130.4	Viking	234.6
Elkton	47.1	Lyrata	143.2	St. Lucie	238.9
Armstrong	49.0	East Mims	150.4	Ft. Pierce	241.5
Holy Branch	51.1	Titusville	154.4	White City	246.4
Hastings	53.7	Pritchards	157.7	Eldred	247.2
Orange Mills	57.4	Delespine	162.6	Ankona	249.0
East Palatka	61.5	Frontenac	165.4	Walton	252.4
San Mateo Junction	62.8	Sharpes	167.7	Eden	254.4
Yelvington	66.6	City Point	169.3	Jensen	256.7
Roy	68.8	Cocoa	173.1	Rio	258.3
Dinner Island	76.4	Rockledge	174.7	Gosling	260.5
Neoga	80.3	Bonaventure	179.4	Stuart	261.2
Espanola	82.3	Pineda	182.7	Aberdeen	266.3
Bunnell	86.6	Eau Gallie	189.8	Fruta	268.7
Dupont	90.1	Sarno	190.7	Gomes	272.2

Hobe Sound	274.7	Ojus	353.4	Modello	391.5
Likely	277.8	Fulford	354.7	Homestead	393.9
West Jupiter	282.8	Arch Creek	357.4	Wooddall Sliding	401.3
Prairie	290.5	Blacayne	359.0	Everglade	408.3
Riverla	295.3	Little River	360.6	Jewish	415.4
West Palm Beach	299.0	Lemon City	361.8	Key Largo	417.1
Royal Polnciana	300.0	Buena Vista	363.2	Rock Harbor	424.3
Breakers	300.1	Miami	365.6	Tavernier	430.8
Lantana	308.3	Cocoanut Grove	370.9	Plantation	434.5
Hypoluxo	309.4	Larkin	373.7	Quarry	438.2
Boynton	312.3	Kendal	376.4	Islamorada	439.9
Delray	316.9	Benson	378.6	Indian Key	445.3
Yamato	321.3	Keys	379.0	Midway	447.6
Boca Ratone	324.6	Rockdale	380.2	Cooks Sliding	450.4
Deerfield	327.0	Perrine	381.6	Crescent	455.0
Pompano	331.1	Peters	382.5	Long Key	457.2
Colohatchee	338.3	Goulds	385.8	Grassy	463.9
Fort Lauderdale	341.2	Black Point	386.7	Vaca	470.8
Dania	345.9	Arnceton	387.8	Marathon	474.2
Hallandale	350.6	Naranja	389.3	Knights Key Dock	476.8

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New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring	9.9	Twln Oaks	24.0
Glencoe	3.1	Rogers	15.4	Orange City	25.5
Bridgesville	7.2	Lake Helen	20.5	Orange City Junction	27.4

FLORIDA EAST COAST RAILWAY—Continued.
Titusville to Sanford.

Titusville	0.0	Aurantia	9.3	Garfield	33.6
Lagrange	2.1	Maytown	16.4	Enterprise	36.2
Mims	4.3	Cow Creek	21.2	Enterprise Junction	40.1
Turnbull	8.0	Kalamazoo	26.8	Sanford	47.4
Turnbull Junction	8.5	Osteen	29.3		

South Jacksonville to Mayport.

South Jacksonville	0.0	San Pablo	13.3	Burnside Beach	21.7
St. Nicholas	1.4	Pablo Beach	16.0	East Mayport	22.6
Springs Glen	2.8	Castlens	17.4	Mayport	24.1
Hogan	4.7	Atlantic Beach	19.0		
Center Park	9.4	Manhattan Beach	21.3		

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East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.5		
San Mateo Junction	1.3	San Mateo	4.0		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.0	Palatka Union Station	2.6
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STATISTICS.

STATISTICS.

SWORN STATEMENT OF RECEIPTS AND EXPENSES OF THE SOUTHERN EXPRESS COMPANY FOR STATE BUSINESS IN THE STATE OF FLORIDA FOR THE YEAR ENDING JUNE 30, 1909.

Receipts	\$644,468.78
Expenses—	
Transportation	\$322,234.39
Loss and damage.....	6,436.66
General salaries and expenses.	23,443.56
General expenses	3,549.77
Stationery and supplies.....	7,847.05
Superintendents—salaries and expenses	8,834.24
Route Agents—salaries and expenses	9,047.66
Messenger's salaries	30,996.80
Office salaries and expenses....	165,826.46
Property	2,094.89
Taxes	11,438.08
	<hr/>
	\$591,749.56
	<hr/>
	\$ 52,719.22

JACKSONVILLE TERMINAL COMPANY.

Capital stock	\$200,000.00
Funded debt	500,000.00
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Total	\$700,000.00
Yard tracks and sidings.....	23 miles.
Revenue from Operations—	
Station and train privileges.....	\$ 3,602.00

Parcel room receipts.....	984.00
Storage—Baggage	878.55
Miscellaneous	4,471.22
Total	<u>\$ 9,935.77</u>

Operating Expenses—

Maintenance of way and structures.....	\$ 34,749.71
Maintenance of equipment.....	4,106.64
Transportation expenses	110,203.87
General expenses	12,179.91
Total	<u>\$161,240.13</u>

MILEAGE OF RAILROADS IN FLORIDA.

RAILROADS REPORTING.

	LINE OWNED.				Lines Operated under Lease.	Lines Operated under Con- tract, etc.	Lines Operated under Track- age Rights.	Total Mileage Operated all Tracks.
	Miles of Main Line	Miles of Second Track.	Miles Yard, Track and Sidings.	Miles of Branches and Spurs.				
Apalachicola Northern.....	79.02	.....	3.45	.....	.....	.....	.....	82.47
Atlanta and St. Andrew Bay.....	67.00	.....	1.00	.....	.....	.....	.....	68.00
Atlantic Coast Line.....	877.99	17.69	236.47	576.65	.....	.....	22 21	1,731.01
Charlotte Harbor and Northern.....	48.55	.....	4.67	3.49	.....	.....	.....	56.71
Florida Central.....	33.83	.....	.65	.....	.....	11.80	.....	46.28
Florida East Coast.....	477.60	.....	86.73	105.87	.....	.....	.....	670.20
Florida West Shore (S. A. L. Ry.)..	56.99	.....	9.62	9.03	4.33	.....	.....	79.97
Florida Railway.....	52.00	.....	2.00	7.00	.....	.....	.....	61.00
Georgia, Florida & Alabama.....	73.07	.....	.....	11.30	.....	.....	.....	84.37
Georgia and Florida.....	14.00	.....	.....	.....	.....	.....	.....	14.00
Georgia Southern and Florida.....	152.36	.....	.....	.....	.....	.....	3.39	155.75
Greenville Southern.....	5.00	.....	.....	.....	.....	.....	.....	5.00
Live Oak, Perry and Gulf.....	62.85	.....	2.72	18.15	.....	.....	.....	83.72
Louisville and Nashville.....	216.74	2.32	61.83	28.70	.....	.....	1.04	300.63
Pensacola, Alabama and Tennessee..	15.33	.....	.....	.....	.....	.....	.....	15.33
Pensacola and Perdido.....	8.00	.....	.....	2.15	.....	.....	.....	10.15
Plant City, Arcadia & Gulf (S. A. L.)	12.71	.....	2.64	6.17	.....	.....	.42	21.94
St. Johns River Terminal Co.....	5.99	.....	20.71	.....	.....	.....	.....	26.70
Seaboard Air Line.....	746.31	.....	154.09	10.02	.....	.....	.....	910.42
South Georgia.....	12.41	.....	1.00	.....	26.00	.....	.....	39.41
Standard and Hernando.....	12.72	.....	15.69	.....	11.95	.....	5.08	45.44
Tampa and Jacksonville.....	48.00	.....	2.00	.....	.....	.....	.....	50.00
Tampa Northern.....	47.82	.....	10.70	.....	.....	.....	.....	58.52
Tallahassee, Perry & Southeast'n (S.A.L.)	38.83	.....	1.40	.....	.....	.....	.....	40.23
Tavares and Gulf.....	31.64	.....	1.33	.....	.....	.....	3.39	36.41
Total.....	3,196.76	20.01	607.75	778.53	42.28	11.80	35.53	4,693.66

RECEIPTS FROM OPERATIONS FOR THE YEAR ENDING JUNE 30, 1909.

RAILROADS REPORTING.	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue
Apalachicola Northern	\$ 46,415.67	\$ 29,801.69	\$ 158.99	\$	\$ 3,399.51
*Atlanta & St. Andrews Bay.....	49,493.10	56,506.60	.....	.....	3,462.89
Atlantic Coast Line.....	4,294,397.43	1,530,159.54	14,763.64	.....	157,353.11
Charlotte Harbor Northern.....	20,588.97	7,759.85	2.30	.....	2,030.36
Florida Central	24,091.61	3,909.12	4.93	.....	449.64
Florida East Coast.....	1,708,730.39	1,141,520.49	9,863.31	3,812.50	100,430.63
Florida West Shore (S. A. L. Ry.).....	108,184.22	33,688.39	166.76	.....	4,656.02
Florida Railway	36,807.20	14,125.67	.....	.....	2,780.60
Georgia, Florida & Alabama.....	100,566.17	77,416.19	842.37	.....	7,946.48
*Georgia & Florida.....	250,670.02	119,370.29	963.62	.....	7,847.67
Georgia Southern & Florida.....	227,161.65	117,053.03	1,063.55	.....	15,546.98
Greenville Southern	9,751.23	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	75,450.96	17,856.48	43.60	.....	2,715.04
Louisville & Nashville.....	981,066.15	397,321.87	7,328.07	2,178.75	24,979.10
Pensacola, Alabama & Tennessee.....	17,417.19	343.75	.....	.....	.....
Pensacola & Perdido	26,867.75	1,465.80	.....	.....	431.47
Plant City, Arcadia & Gulf (S.A.L.Ry.)	47,556.29	1,005.52	.....	.....	671.97
St. Johns River Terminal Co.....	.....	.....	.....	.....	.....
Seaboard Air Line.....	2,207,465.06	1,010,259.23	11,245.13	6,536.85	70,542.32
South Georgia	39,686.81	25,087.17	111.48	.....	2,243.57
Standard & Hernando.....	114,233.48	633.85	.....	.....	10.39
Tampa & Jacksonville.....	76,952.11	3,864.92	9.66	.....	.....
Tampa Northern	77,721.96	17,931.57	9.25	.....	2,132.75
Tallahassee, Perry & Southeast'n (S.A.L.Ry.)	7,376.45	815.53	3.40	.....	495.82
Tavares & Gulf	16,984.22	1,163.62	.....	.....	1,169.27
Total	\$10,565,636.09	\$ 4,611,054.17	\$ 46,580.06	\$ 12,528.10	\$ 411,295.59

*Entire Line.

RECEIPTS FROM OPERATIONS FOR THE YEAR ENDING JUNE 30 1909.

RAILROADS REPORTING.	Express Revenue	Other Passenger Train Revenue	Switching and Miscellaneous Revenue	Revenue from Operations Other Than Transportation	Total Operating Revenue
Apalachicola Northern	\$ 2,440.06	\$ 10.00	\$ 250.00	\$ 2,763.14	\$ 85,239.06
*Atlanta & St. Andrews Bay	1,859.96				111,322.55
Atlantic Coast Line	263,973.51	3,959.30	46,656.58	76,029.02	6,387,292.13
Charlotte Harbor Northern			337.00	810.72	31,529.20
Florida Central				387.06	28,842.36
Florida East Coast	303,366.63	13,162.69	36,175.05	56,492.58	3,373,554.27
Florida West Shore (S. A. L. Ry.)	5,799.62		31.80	1,011.87	153,538.68
Florida Railway	1,380.62			817.20	55,911.29
Georgia, Florida & Alabama	6,325.00		3,701.35	4,133.30	200,930.86
*Georgia & Florida	1,908.97		1,293.35	8,115.30	390,169.22
Georgia Southern & Florida	19,048.35	113.32	717.00	14,538.03	395,241.91
Greenville Southern					9,751.23
Live Oak, Perry & Gulf	768.60		1,200.00	2,311.67	109,340.35
Louisville & Nashville	34,094.07	18.45	10,326.08	23,832.50	1,481,145.04
Pensacola, Alabama & Tennessee	124.28				17,885.22
Pensacola & Perdido				2,984.40	31,749.42
Plant City, Arcadia & Gulf (S.A.L.Ry.)					49,233.78
St. Johns River Terminal Co.			20,708.50	4,527.43	25,235.93
Seaboard Air Line	148,677.59	198.01	44,329.67	164,862.24	3,664,116.10
South Georgia	575.57		584.41	964.38	69,253.39
Standard & Hernando				16,788.87	133,666.59
Tampa & Jacksonville		8,468.71	201.32	866.07	90,362.79
Tampa Northern		691.42	3,265.27	9,387.88	111,140.10
Tallahassee, Perry & Southeast'n (S.A.L. Ry.)				3.77	8,694.97
Tavares & Gulf	1,022.64			202.88	20,542.63
Total	\$ 791,365.47	\$ 26,621.90	\$ 169,777.38	\$ 391,830.31	\$ 17,026,689.07
*Entire Line.					

OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING TWELVE MONTHS ENDING JUNE 30, 1909.

RAILROADS REPORTING.	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transporta- tion Ex- penses.
Apalachicola Northern	\$ 25,397.26	\$ 7,623.86	\$ 1,887.60	\$ 25,841.90
*Atlanta & St. Andrews Bay	26,304.50	10,231.91	.....	42,387.03
Atlantic Coast Line	870,161.72	898,663.31	105,164.80	2,081,641.84
Charlotte Harbor & Northern	20,661.81	6,976.48	2,556.12	19,733.59
Florida Central	8,396.76	1,803.57	1,790.75	6,625.26
Florida East Coast	424,402.09	455,407.06	63,789.48	1,112,192.18
Florida West Shore (S. A. L. Ry.)	48,932.84	2,265.70	9,437.72	50,195.89
Florida Railway	14,431.73	8,165.96	1,266.83	17,684.01
*Georgia, Florida & Alabama	73,400.10	59,591.18	10,762.97	146,389.66
*Georgia & Florida	58,075.44	63,606.59	16,812.96	125,551.30
Georgia Southern & Florida	47,339.59	92,253.83	15,824.13	233,470.25
Greenville Southern	1,080.00	485.00	.....	4,521.03
Live Oak, Perry & Gulf	19,179.32	29,869.34	2,702.38	26,448.58
Louisville & Nashville	248,001.98	200,377.01	31,744.19	443,895.73
Pensacola, Alabama & Tennessee	2,841.66	502.12	.....	4,589.04
Pensacola & Perdido	2,776.38	1,124.77	.....	4,749.09
Plant City, Arcadia & Gulf (S. A. L. Ry.)	12,876.95	78.40	.....	12,366.04
St. Johns River Terminal Co.	18,360.61	17,871.01	.....	86,041.95
Seaboard Air Line	533,270.75	511,815.86	169,121.28	1,207,563.99
South Georgia	21,170.29	10,015.49	995.25	22,160.81
Standard & Hernando	31,537.65	21,515.16	.....	42,087.84
Tampa & Jacksonville	13,519.32	9,345.33	1,385.63	21,101.63
Tampa Northern	17,491.83	16,526.17	2,777.35	27,837.24
Tallahassee, Perry & Southeastern (S. A. L. Ry.) ..	4,003.59	303.07	.....	2,156.37
Tavares & Gulf	7,004.57	797.31	360.00	8,833.36
Total	\$2,550,618.74	\$2,417,715.59	\$ 438,379.44	\$5,776,075.61

*Entire Line.

OPERATING EXPENSES OF RAILROADS DURING TWELVE MONTHS ENDING JUNE 30, 1909.

RAILROADS REPORTING.	General Expenses.	Total Operating Expenses.	Percentage of Operating Expenses to Gross Earnings.
Apalachicola Northern	\$ 7,176.02	\$ 67,926.64	79.68
*Atlanta & St. Andrews Bay.....	7,447.45	86,370.89	77.58
Atlantic Coast Line.....	181,853.42	4,137,485.09	64.77
Charlotte Harbor & Northern.....	20,009.05	69,937.05	221.12
Florida Central	1,842.93	20,459.27	70.93
Florida East Coast.....	107,425.64	2,163,216.45	64.15
Florida West Shore (S. A. L. Ry.).....	1,915.41	112,747.56	73.43
Florida Railway	7,650.46	49,198.99	87.99
*Georgia, Florida & Alabama.....	48,339.95	338,483.86	84.34
*Georgia & Florida.....	40,319.27	304,365.56	78.00
Georgia Southern & Florida.....	27,943.91	416,831.71	105.46
Greenville Southern	1,612.77	7,698.80	78.95
Live Oak, Perry & Gulf.....	6,928.07	76,127.69	75.86
Louisville & Nashville	28,554.22	952,573.13	64.31
Pensacola, Alabama & Tennessee.....	2,087.62	10,030.44	56.08
Pensacola & Perdido.....	2,362.96	11,013.20	34.66
Plant City, Arcadia & Gulf (S. A. L. Ry.)	1,337.04	26,658.43	54.15
St. Johns River Terminal Co.....	4,009.81	126,283.38	.....
Seaboard Air Line.....	159,312.93	2,580,584.91	70.43
South Georgia	4,775.03	59,116.67	85.36
Standard & Hernando.....	7,091.73	102,232.38	76.00
Tampa & Jacksonville.....	6,249.18	51,601.09	57.29
Tampa Northern	7,927.80	72,560.39	65.28
Tallahassee, Perry & Southeastern (S. A. L. Ry.).....	224.73	6,687.76	76.92
Tavares & Gulf.....	3,096.19	20,091.43	97.80
Total	\$ 687,493.59	\$ 11,870,282.97	

CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1909.

RAILROADS REPORTING.	Miles Covered by Figures.	CAPITAL STOCK.			
		Total Par Value Outstanding	To Railways	Assignment. To Other Properties	Am't per Mile of Line
Apalachicola Northern	79.02	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000	\$ 22,779.00
*Atlanta & St. Andrews Bay.....	85.00	300,000			
*Atlantic Coast Line.....	4,366.64	50,134,200	50,134,200		11,481.00
Charlotte Harbor & Northern.....	58.80	2,000,000			34,014.00
*Florida Central	47.10	50,000			1,061.00
Florida East Coast.....	583.47	1,000,000	1,000,000		1,713.00
Florida West Shore (S. A. L. Ry.).....	66.02	500,000	500,000		7,573.00
Florida Railway	59.00	62,000	62,000		1,051.00
*Georgia, Florida & Alabama.....	165.58	350,000			2,114.00
*Georgia & Florida.....	254.00	6,491,000	6,491,000		25,555.00
*Georgia Southern & Florida.....	391.61	3,768,000	3,768,000		9,622.00
Greenville Southern	5.00	10,800	10,800		2,160.00
Live Oak, Perry & Gulf.....	81.00	600,000			7,407.00
*Louisville & Nashville.....	4,118.25	60,000,000	60,000,000		14,569.00
Pensacola, Alabama & Tennessee.....	15.33	100,000			6,536.00
Pensacola & Perdido.....	10.15	125,000			12,315.00
Plant City, Arcadia & Gulf (S.A.L.Ry.)	18.88	200,000	200,000		10,593.00
St. Johns River Terminal Co.		100,000	100,000		
*Seaboard Air Line.....	2,556.59	62,515,000	62,515,000		24,453.00
*South Georgia	51.00	58,000	58,000		1,137.00
Standard & Hernando.....	12.72	300,000	300,000		23,585.00
Tampa & Jacksonville.....	48.00	338,300	338,300		7,048.00
Tampa Northern	47.82	750,000			15,683.81
Tallahassee, Perry & Southeastern (S. A. L. Ry.) ..	38.83	307,500	307,500		7,919.00
Tavares & Gulf.....	31.64	250,000	250,000		7,901.00

*Entire Line.

CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1901

RAILROADS REPORTING.	FUNDED DEBT.				Total Amount Outstand'g	Total Amount Per Mile for Road Owned
	Total Par Value Outstand'g	Assignment.				
		To Railways.	To Other Properties.	Am't per Mile of Line		
Apalachicola Northern	\$ 2,000,000	\$ 1,200,000	\$ 800,000	\$ 15,186.00	\$ 5,000,000	\$ 37,965.00
*Atlanta & St. Andrews Bay.....	850,000					
*Atlantic Coast Line.....	144,054,550	144,054,550		32,990.00	194,188,750	44,471.00
Charlotte Harbor & Northern.....					2,000,000	34,014.00
*Florida Central	200,000			4,246.00	250,000	5,307.00
Florida East Coast.....	30,000,000	30,000,000		51,417.00	31,000,000	53,130.00
Florida West Shore (S. A. L. Ry.)....	755,000	755,000		11,436.00	1,255,000	19,009.00
Florida Railway	238,709	238,709		4,046.00	300,709	5,097.00
*Georgia, Florida & Alabama.....	1,472,000			8,890.00	1,822,000	11,004.00
*Georgia & Florida.....	4,439,478	4,439,478		17,478.00	10,930,478	43,033.00
*Georgia Southern & Florida.....	6,297,000	6,297,000		16,080.00	10,065,000	25,702.00
Greenville Southern					10,800	2,160.00
Live Oak, Perry & Gulf.....	405,000			5,000.00	1,005,000	12,407.07
*Louisville & Nashville.....	159,944,500	159,944,500		38,838.00	219,944,500	53,407.00
Pensacola, Alabama & Tennessee.....					100,000	6,536.00
Pensacola & Perdido.....	360,000			36,450.00	485,000	36,450.00
Plant City, Arcadia & Gulf (S.A.L.Ry.)..					200,000	10,593.00
St. Johns River Terminal Co.....	1,200,000				1,300,000	
*Seaboard Air Line.....	109,379,000	109,379,000		42,783.00	171,895,000	67,236.00
*South Georgia	193,000	193,000		3,784.00	251,000	4,921.00
Standard & Hernando.....					300,000	23,585.00
Tampa & Jacksonville.....	169,686	169,686		3,535.00	507,986	10,583.00
Tampa Northern	1,114,000			23,295.69	1,864,000	38,979.50
Tallahassee, Perry & Seaside (S.A.L.Ry.)..	315,000	315,000		8,112.00	622,500	16,031.00
Tavares & Gulf.....	299,000	299,000		9,450.00	649,000	17,351.00

*Entire Line.

COMPARISONS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS OF RAILROADS IN
FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1908, AND JUNE 30, 1909.

RAILROADS REPORTING.	GROSS EARNINGS FROM OPERATIONS—ALL SOURCES.			
	Year Ending June 30, 1908.	Year Ending June 30, 1909.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$ 53,590.01	\$ 85,239.06	\$ 31,648.45	\$
*Atlanta & St. Andrews Bay.....	49,656.84	111,322.55	61,665.71	.....
Atlantic Coast Line.....	6,067,425.18	6,387,292.13	319,866.95	.....
Charlotte Harbor & Northern.....	33,910.43	31,529.20	.....	2,381.23
Florida Central .....	.....	28,842.36	.....	.....
Florida East Coast.....	3,008,346.43	3,373,554.27	265,227.84	.....
Florida West Shore (S. A. L. Ry.).....	124,010.72	153,538.68	29,527.96	.....
Florida Railway	65,402.33	55,911.29	.....	9,491.04
*Georgia, Florida & Alabama.....	471,763.37	401,761.73	.....	70,001.64
*Georgia & Florida.....	305,611.42	399,169.22	84,547.80	.....
Georgia Southern & Florida.....	374,959.43	395,241.91	20,282.48	.....
Greenville Southern	3,499.09	9,751.23	6,252.14	.....
Live Oak, Perry & Gulf.....	103,144.28	100,340.35	.....	2,804.93
Louisville & Nashville	1,415,141.49	1,481,145.04	66,003.55	.....
Pensacola, Alabama & Tennessee.....	19,403.66	17,885.22	.....	1,518.44
Pensacola & Perdido.....	30,709.19	31,749.42	1,040.23	.....
Plant City, Arcadia & Gulf (S. A. L. Ry.)	44,707.73	49,233.78	4,530.05	.....
St. Johns River Terminal Co.....	24,550.11	25,235.93	685.82	.....
Seaboard Air Line.....	3,638,605.41	3,664,116.10	25,510.79	.....
South Georgia	63,924.73	69,253.55	5,328.66	.....
Standard & Hernando	144,452.89	133,663.59	.....	10,786.30
Tampa & Jacksonville.....	69,897.49	90,362.79	20,465.30	.....
Tampa Northern .....	.....	111,140.10	.....	.....
Tallahassee, Perry & Southeastern (S. A. L. Ry.)	9,426.51	8,694.97	.....	731.54
Tavares & Gulf	18,168.89	20,542.63	2,373.74	.....

*Entire Line.

**COMPARISONS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS OF RAILROADS
IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY, JUNE 30, 1908, AND JUNE 30, 1909.**

RAILROADS REPORTING.	OPERATING EXPENSES.			
	Year Ending June 30, 1908.	Year Ending June 30, 1909.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$ 47,792.37	\$ 67,926.64	\$ 20,134.27	\$
*Atlanta & St. Andrews Bay.....	46,698.96	86,370.89	39,671.93	.....
Atlantic Coast Line.....	4,423,264.66	4,137,485.09	.....	285,779.57
Charlotte Harbor & Northern.....	58,456.23	69,937.05	11,481.82	.....
Florida Central .....	.....	20,459.27	.....	.....
Florida East Coast.....	2,387,084.61	2,163,216.45	.....	223,867.16
Florida West Shore (S. A. L. Ry.).....	112,327.06	112,747.56	420.50	.....
Florida Railway	57,535.63	49,198.99	.....	8,336.61
*Georgia, Florida & Alabama.....	413,803.50	338,484.16	.....	75,319.34
*Georgia & Florida.....	270,736.31	304,365.56	33,629.25	.....
Georgia Southern & Florida.....	463,038.30	416,831.71	.....	46,206.59
Greenville Southern	2,851.71	7,698.80	4,847.09	.....
Live Oak, Perry & Gulf.....	79,958.79	76,127.69	.....	3,831.10
Louisville & Nashville	1,157,367.18	952,573.13	.....	204,794.05
Pensacola, Alabama & Tennessee.....	11,156.77	10,030.44	.....	1,126.33
Pensacola & Perdido.....	10,625.76	11,013.20	387.44	.....
Plant City, Arcadia & Gulf (S. A. L. Ry.)	30,503.46	26,658.43	.....	3,845.03
St. Johns River Terminal Co.....	174,118.81	126,283.38	.....	47,835.43
Seaboard Air Line.....	2,722,474.18	2,580,584.91	.....	141,889.27
South Georgia	61,876.68	59,116.87	.....	2,759.79
Standard & Hernando	115,566.72	102,232.38	.....	13,334.34
Tampa & Jacksonville.....	51,405.18	51,601.09	195.91	.....
Tampa Northern .....	.....	72,560.39	.....	.....
Tallahassee, Perry & Southeastern (S. A. L. Ry.)	10,261.00	6,687.76	.....	3,573.24
Tavares & Gulf	21,771.04	20,091.43	.....	1,679.61

COMPARISONS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS OF RAILROADS
IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1908, AND JUNE 30, 1909.

RAILROADS REPORTING.	RESULTS FROM OPERATION.			
	Year Ending June 30, 1908.		Year Ending June 30, 1909.	
	Net Earnings.	Deficit.	Net Earnings.	Deficit.
Apalachicola Northern	\$ 5,798.24	\$.....	\$ 17,312.42	\$.....
*Atlanta & St. Andrews Bay.....	2,957.88	.....	24,951.06	.....
Atlantic Coast Line.....	1,644,160.52	.....	2,249,807.04	.....
Charlotte Harbor & Northern.....	.....	24,545.80	.....	38,407.85
Florida Central .....	.....	.....	7,383.09	.....
Florida East Coast.....	621,261.82	.....	1,210,337.82	.....
Florida West Shore (S. A. L. Ry.).....	11,683.06	.....	40,791.12	.....
Florida Railway	7,866.70	.....	6,712.30	.....
*Georgia, Florida & Alabama.....	57,959.87	.....	63,277.57	.....
*Georgia & Florida.....	34,875.11	.....	85,803.66	.....
Georgia Southern & Florida.....	.....	88,078.87	.....	21,589.80
Greenville Southern	647.38	.....	2,052.43	.....
Live Oak, Perry & Gulf.....	23,185.49	.....	24,212.66	.....
Louisville & Nashville	257,774.31	.....	528,571.91	.....
Pensacola, Alabama & Tennessee.....	8,246.89	.....	7,854.78	.....
Pensacola & Perdido.....	20,083.46	.....	20,736.22	.....
Plant City, Arcadia & Gulf (S. A. L. Ry.)	14,204.27	.....	22,575.35	.....
St. Johns River Terminal Co.....	.....	.....	.....	.....
Seaboard Air Line.....	916,131.23	.....	1,083,531.19	.....
South Georgia	2,048.05	.....	10,136.52	.....
Standard & Hernando	28,886.17	.....	31,434.21	.....
Tampa & Jacksonville.....	18,492.31	.....	38,761.70	.....
Tampa Northern .....	.....	.....	38,579.71	.....
Tallahassee, Perry & Southeastern (S. A. L. Ry.) .....	.....	854.49	2,007.21	.....
Tavares & Gulf .....	.....	3,602.15	451.20	.....

*Entire Line.

ACCIDENTS TO PERSONS DURING THE TWELVE MONTHS ENDING JUNE 30, 1909.

RAILROADS REPORTING.	Accidents Resulting from the Movements of Trains, Locomotives or Cars.																				Accidents from Other Causes than Movements of Trains, Locomotives or Cars.						Total.		
	Employees.												Passengers	Postal Clerks, Express Messengers, Pullman Employees, Etc.	Other Persons.						Employees.	Others.	Total.						
	Trainmen		Switch-Tenders, Stationmen.		Shopmen.		Trackmen.		Other Employees.		Total Employees				Trespassing.		Not Trespassing.		Total Other Persons.										
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.		Injured.	Killed.	Injured.
Apalachicola Northern	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	
Atlanta & St. Andrews Bay.....	..	90	2	2	2	2	10	9	104	..	25	2	1	13	15	..	1	13	16	..	168	168	24	314
Atlantic Coast Line.....	6	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Charlotte Harbor & Northern.....	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Florida Central	1	1	1	1	3	14
Florida East Coast.....	..	3	4	..	1	2	..	2	8	..	6	..	1	1	1	8	10
Florida West Shore (S. A. L. Ry.).....	..	4	..	..	..	..	1	..	..	..	..	4	..	1	..	..	..	..	..	..	..	..	5	..	..	5	1	1
Florida Railway	1	1	1	9	..	4	..	1	1	4	5	..	11	11	2	29	
Georgia, Florida & Alabama.....	..	8	1	1	10	..	1	..	1	1	19	19	..	31	
Georgia & Florida.....	..	6	4	5	1	1	1	1	5	
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Greenville Southern	
Live Oak, Perry & Gulf.....	..	1	1	1	
Pensacola, Alabama & Tennessee.....	
Pensacola & Perdido	
Louisville & Nashville.....	2	17	1	1	2	19	..	1	2	2	..	2	2	1	37	1	37	5	59
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St. Johns River Terminal Co.....	..	1	1	6	6	..	11	
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